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OCTOBER 1955

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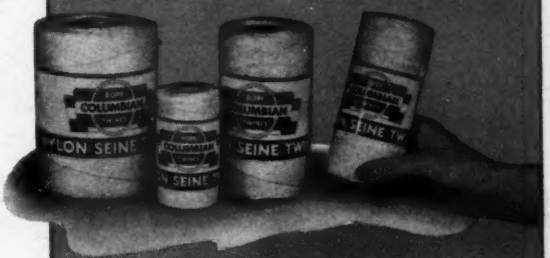

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You can splice and knot Columbian seine twine and rope without losing an inch due to ravelling! Even after months of continuous fishing in fresh or salt water, you'll find no fluffing or untwisting . . . no unlaying of strands. That's because Columbian's exclusive "Stabilization" process makes yarns and strands of nylon or dacron "stay put" — for the life of the rope!

Columbian "Stabilized" Nylon can be furnished in either Filament or Spun construction. Dacron is recommended in the Spun form. Columbian's long experience with both synthetic and Manila fibres has developed a complete selection of the ropes and twines best suited to any fisherman's needs.

FREE! Send for your sample card of Columbian "Stabilized" Nylon and Dacron Seine Twines today. Just write . . .

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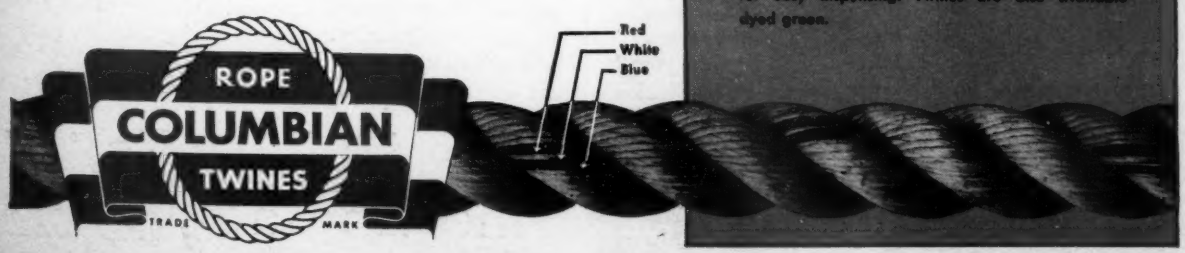

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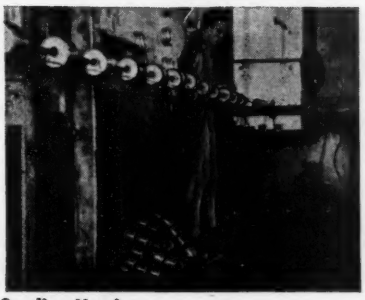
NOW... floats that last a lifetime...

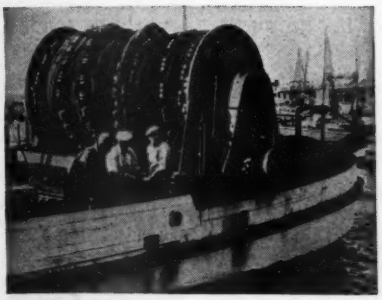
Tuna-Salmon



Sardine-Herring

Menhaden

tougher, more buoyant than cork!



Tuna-Salmon

Sardine-Herring

Menhaden

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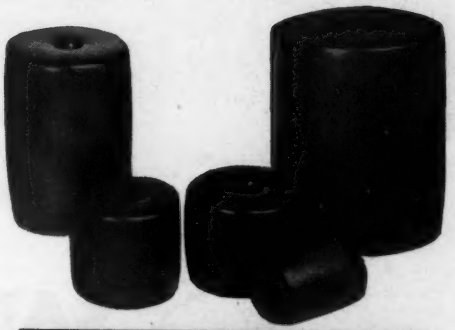
Join the growing number of fishermen now taking advantage of the new Spongex seine floats. Check with your supplier or write B. F. Goodrich Sponge Products Division, 143 Derby Place, Shelton, Connecticut.



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SEINE FLOATS
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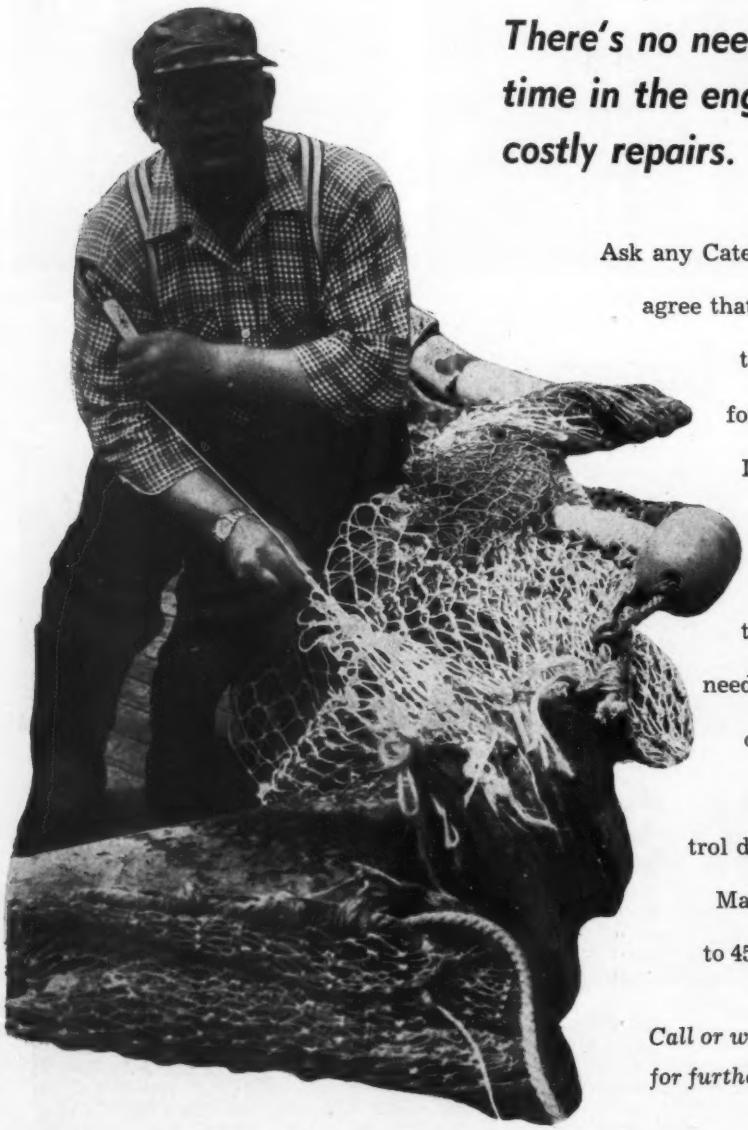
Sponge Products Division

IF FISHING'S YOUR BUSINESS



There's no need to spend your time in the engine room on costly repairs.

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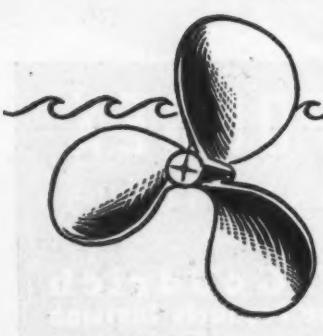
If you're in the market for a new engine . . . If you're going to repower, your Caterpillar Marine Engine dealer has the engine and arrangement to fit your need. Choose your own gear ratios, direction of propeller rotation, control system, starting system, auxiliary drives, control devices and other accessories. Caterpillar Marine Engines are available from 53 HP to 450 HP (continuous rating).

Call or write your nearest Caterpillar Dealer today for further information.



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NATIONAL FISHERMAN

Formerly ATLANTIC FISHERMAN

Serving the Commercial Fishing Industry of the United States

Herring Research Gets Industry Cooperation

A marked degree of cooperation between fisheries scientists and the fishing industry was evidenced at last month's meeting of sardine interests in Dennysville, Me. Sponsored by the Maine Sardine Packers Association, the gathering was attended by 75 packers and Government officials from both the United States and Canada.

The principal purpose of the meeting was to discuss the current herring research programs of the two countries, and it is heartening to observe the good international relationship that exists. Both countries, are, of course, concerned with the causes of yearly fluctuations in the herring supply, and the United States and Canadian scientists are working together closely in the Gulf of Maine area.

Among those present at the Maine meeting were Dr. J. L. Hart, director of the Atlantic Biological Station, St. Andrews, N. B.; Dr. Lionel Walford, Chief of Fishery Biology, and Richard Whiteleather, Branch of Commercial Fisheries, U. S. Fish & Wildlife Service, Washington, D. C.; and Joseph Puncochar of East Boston, Assistant Regional Director of Fish & Wildlife.

This country's program is being carried on as the Atlantic Herring Investigation with funds from the Saltonstall-Kennedy Act. Leslie Scattergood of U. S. Fish & Wildlife Service, Boothbay Harbor, Me., is the biologist in charge; while Keith Smith of the F&WS Exploratory Fishing and Gear Research section at the same station, is working in conjunction with Scattergood. Having joint representation from the biological and exploratory fishing divisions of the Service should result in a well-rounded study.

Despite the herring research work that has been carried on by European countries for the past eighty years, very little is known about the causes for the success or failure of herring spawning and survival of the young. Even the birthplace of sardine herring is unknown, and it is possible that Nova Scotia herring may originate in Maine or vice versa.

The herring investigation now underway will provide more scientific information on the migration of the fish, where they spawn, their feeding grounds, and the causes of mortality and survival. The full development of such data may require several years, and as in other types of fisheries research, a continuing study is necessary in order to detect behavior trends and cycles. Eventually it should be possible to anticipate the years when herring will be bountiful, as well as when they will be in short supply.

The Atlantic herring program may well open new avenues of scientific approach that will be of considerable use in evaluating the pilchard fishery of the Pacific Coast. That industry has been beset by wide fluctuations in supply, and five agencies are now engaged in research on the California sardine.

The day has long since passed when an important industry, especially a primary one, can be operated successfully without the benefit of intensive research. Modern scientific and efficient methods must be applied; the rule of thumb and guess systems are outmoded. The wise use of properly obtained scientific data can do much to assure the economic stability of the fishing industry.

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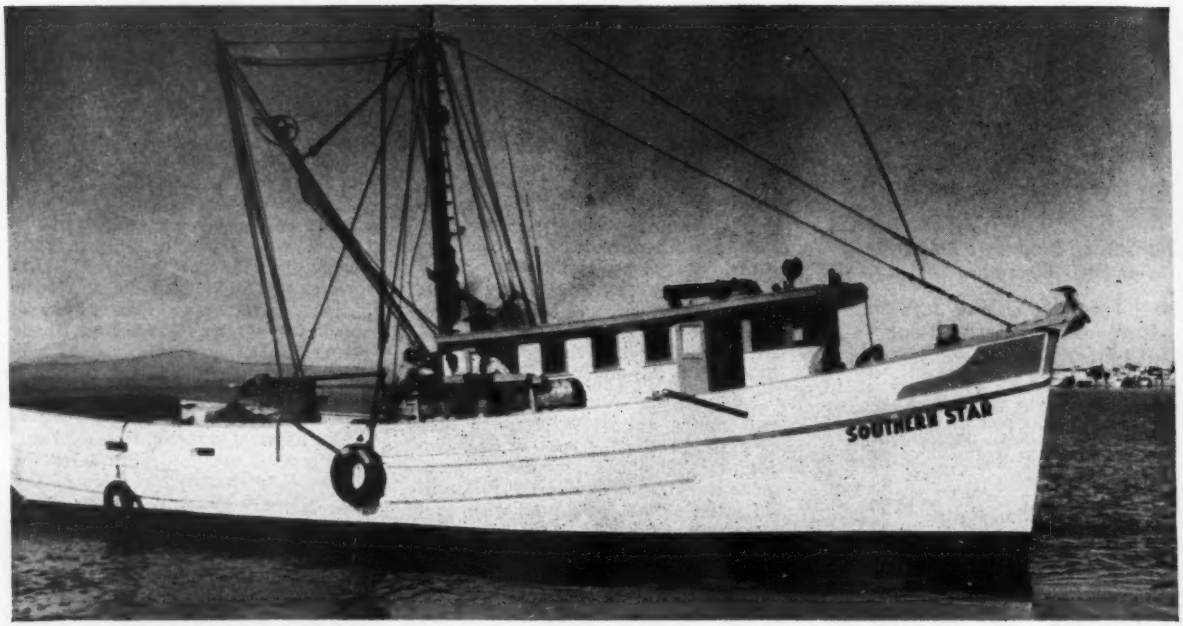
low-temperature insulation for Fishing Boats



easy-to-install STYROFOAM offers you a combination of properties unmatched by any other low-temperature insulation

Herndon Marine Products, Inc., of Corpus Christi, Texas, states, "Our shrimping vessels, *Southern Star*, *Southern Bell* and *Southern Hope*, which are insulated with Styrofoam®, have now been in service approximately two years. You will be pleased to know they have given us good service. Our primary reasons for choosing Styrofoam as the insulation material were: (1) its low thermal conductivity; (2) the permanence which it offers as an insulation material; (3) the fact that it would not pack in the walls over extended use or delaminate in service; (4) its high resistance to water even under extended immersion."

In fleet after fleet, Styrofoam (Dow expanded polystyrene) is proving best for low-temperature insulation. The reason is simple: *Only Styrofoam combines all the properties* you want for the insulation in *your* boat. Prove it yourself . . . check *all* the low-temperature insulations for *all* the properties you want. You'll find only Styrofoam gives you the right combination. For your copy of the Styrofoam Data Book, write THE DOW CHEMICAL COMPANY, Midland, Michigan. Plastics Sales PL 5511-1.

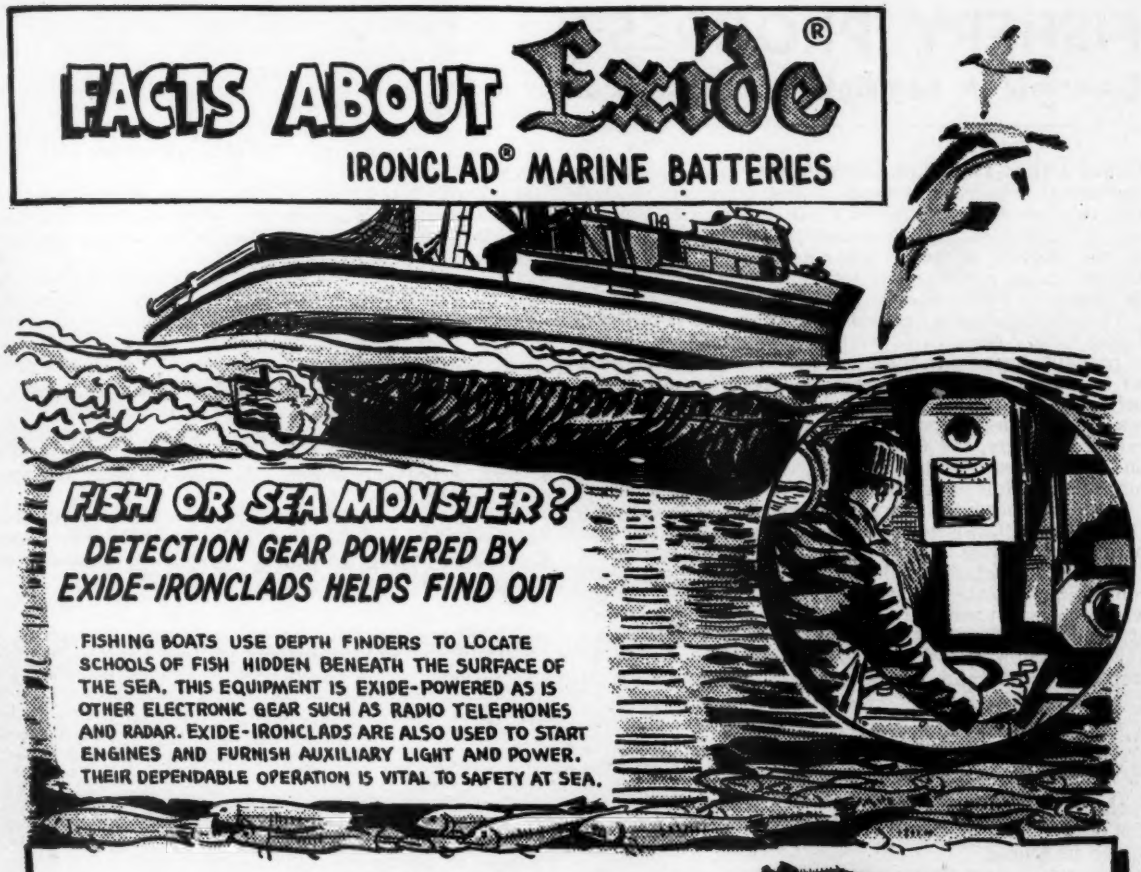
Here's how STYROFOAM compares with other low-temperature insulations

	LOW "K" FACTOR	SUPERIOR WATER RESISTANCE	EXCELLENT COMPRESSIVE STRENGTH	LIGHT WEIGHT	EASE OF HANDLING	SUPERIOR RESISTANCE TO VERMIN & DECAY	LOW INSTALLATION COST
STYROFOAM	✔ Permanently Low. Avg. 0.25	✔ Remains Dry and Assures Constant "K" Factor	✔ Highest Strength-Weight Ratio of Any Insulation	✔ Lightest of All Rigid Insulations. Avg. Density, 1.7 lbs. per cu. ft.	✔ Pleasant—Fabricates Easily with Common Tools. Doesn't Crumble	✔ Has No Food Value	✔ Lowest Cost, Too, Per Year of Service
INSULATION A		✔	✔			✔	✔
INSULATION B	✔			✔			✔
INSULATION C	✔		✔				✔

you can depend on DOW PLASTICS DOW

FACTS ABOUT Exide®

IRONCLAD® MARINE BATTERIES



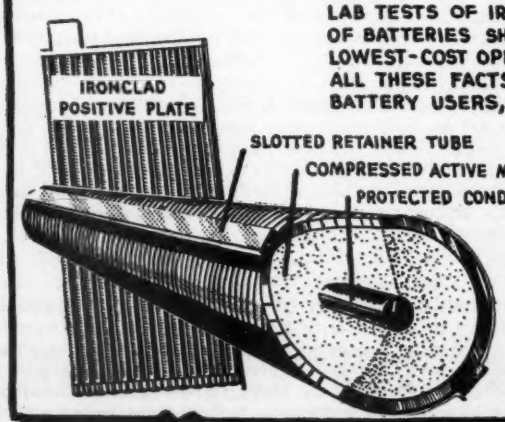
FISH OR SEA MONSTER?

DETECTION GEAR POWERED BY EXIDE-IRONCLADS HELPS FIND OUT

FISHING BOATS USE DEPTH FINDERS TO LOCATE SCHOOLS OF FISH HIDDEN BENEATH THE SURFACE OF THE SEA. THIS EQUIPMENT IS EXIDE-POWERED AS IS OTHER ELECTRONIC GEAR SUCH AS RADIO TELEPHONES AND RADAR. EXIDE-IRONCLADS ARE ALSO USED TO START ENGINES AND FURNISH AUXILIARY LIGHT AND POWER. THEIR DEPENDABLE OPERATION IS VITAL TO SAFETY AT SEA.

BATTERIES ARE WORKED TO DEATH BY EXIDE ENGINEERS TO LEARN SECRETS OF LONGER LIFE

SINCE 1910, RESEARCHERS HAVE GREATLY IMPROVED EXIDE-IRONCLAD PERFORMANCE AND USEFUL WORKING LIFE, BUT THE BASIC IRONCLAD PRINCIPLE OF TUBULAR CONSTRUCTION REMAINS THE SAME.



LAB TESTS OF IRONCLADS AGAINST CONVENTIONAL TYPES OF BATTERIES SHOW THAT IRONCLADS GIVE BETTER PERFORMANCE... LOWEST-COST OPERATION AND EXCEPTIONALLY LONG LIFE. ALL THESE FACTS, DEMONSTRATED BY THOUSANDS OF BATTERY USERS, ARE THE REASON WHY **EXIDE-IRONCLADS** ARE YOUR BEST POWER BUY **AT ANY PRICE!**

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Exide INDUSTRIAL DIVISION, The Electric Storage Battery Company, Philadelphia 2, Pa.

FISHERY PROGRESS

Economic • Legislative • Technical

Great Lakes Fisheries Convention went into force October 11, following exchange of instruments of ratification between Acting Fisheries Minister Robert H. Winters and U. S. Ambassador to Canada R. Douglas Stuart. This is the fourth bilateral fisheries agreement between United States and Canada, the three other conventions dealing with Pacific halibut, salmon and fur seals.

The new convention provides for joint action in Great Lakes fishery research as well as in program for control of predator lamprey in these waters. The treaty will have an initial duration of 10 years, and provides for establishment of six-man Great Lakes Fishery Commission made up of three appointees from each country. A non-regulatory body, the Commission may only recommend, on basis of research findings, measures to make possible maximum sustained productivity of Great Lakes fisheries.

Area embraced by convention includes Lake Ontario (including St. Lawrence River from Lake Ontario to 45th parallel of latitude), Lake Erie, Lake Huron (including Lake St. Clair), Lake Michigan, Lake Superior and their connecting waters. It also includes tributaries of these waters to extent necessary to investigate any stock of fish of common concern, the taking or habitat of which is confined predominantly to the area, and allows action to eradicate or minimize sea lamprey populations.

U. S. has reimbursed tunaboat owner for fine paid to Government of Ecuador last year after seizure of tuna clipper *Sunstreak* off Ecuadoran coast. The payment of $12,000, made to Sun Pacific, Inc. of San Diego, Calif., was first of its kind made by U. S. Government under new law signed in August.

It is understood that claims are being submitted on behalf of owners of *Arctic Maid* and *Santa Ana* for similar arrests by Ecuadoran authorities early this year, at which time the owners of the vessels paid fines of $43,481 and $5,881, respectively.

Allocation of Saltonstall-Kennedy funds for second year of fishery research and market development program has been announced by Secretary of the Interior Douglas McKay. In fiscal year 1956, $2,729,700 will be expended for continuance of projects initiated last year under approval of American Fisheries Advisory Committee. A balance of $270,300 is available for certain new projects which were recommended by Advisory Committee, with the following being selected by Fish & Wildlife Service for fiscal year 1956:

For tuna bait substitute studies, a total of $35,000 is to be used. Tuna clipper fleet is required to spend substantial portion of its time in search of bait, and development of an artificial bait should cut costs of operation.

A sum of $10,000 will be used for studies on how to improve quality of skipjack tuna. These small size tuna are difficult to preserve aboard fishing vessels, and large losses from spoilage are sustained.

A study of pre-standards for fresh fish will cost $25,000. It is generally recognized that current practices of handling fresh fish and shellfish, beginning at point of capture, need improving.

A total of $60,000 will be spent for exploratory fishing for new shrimp areas in greater depths on South Atlantic coast. An expansion of present shrimp grounds from inshore or shallow water areas would give shrimp fleet more profitable operating opportunities.

Alaska salmon research will cost $108,300, with this amount to be divided among four separate research projects, as follows:

1. Effects of logging, resulting from newly-developed wood pulp industry, on productivity of pink salmon streams, especially in Southeastern Alaska, $35,000.
2. Study of distribution, abundance, movements, food and methods of control of sea lions and hair seals, said to be predators on halibut, cod, and herring, as well as salmon, $20,000.
3. Study of migratory and schooling habits of valuable red salmon runs in Bristol Bay through system of tagging, $35,000.
4. Tests of automatic equipment for enumerating salmon escapement as a possible means of replacing about 25 weirs which are costly to operate and require personal attention, $18,300.

Atlantic striped bass research, costing $32,000, will provide for Fish & Wildlife Service's part of coastwide Federal-State study, with headquarters at Beaufort, N. C.

Canned oyster pack on Gulf of Mexico, including Alabama, Mississippi, and Louisiana during 1954-55 season amounted to 369,628 standard cases, which was biggest output in several years and was nearly 90,000 cases greater than in previous season. The 1954-55 pack was processed by 29 plants.

Period of peak production was during five weeks from February 27 to April 2, when 135,227 cases were processed. The season during which some oysters were canned extended from November 1, 1954 to May 31, 1955.

Tariff hearings concerning fish and other products will be held by Interdepartmental Committee on Trade Agreements and Federal Tariff Commission, starting on October 31. After these hearings, they will decide on list of products on which tariff rates may be reduced not more than 15 percent in next three years at rate of 5 percent annually.

The following items are among those to be considered: Fish, prepared or canned in any manner, when packed in oil or in oil and other substances. Including sardines, smoked; *but excepting the following:* other sardines, anchovies, bonito and yellowtail, tuna, smoked pollock, and other fish valued at not over 9 cents a pound, and fish sticks and similar products of any size or shape, fillets or other portions of fish, if breaded, coated with batter, or similarly prepared.

Fish, prepared or canned in any manner, when packed in airtight containers, weighing, with their contents, not more than 15 pounds each (except fish packed in oil or in oil and other substances), and *except the following:* anchovies; herring.

Fish, pickled or salted. Fish, fresh or frozen (whether or not packed in ice) whole, or beheaded. Fish, fresh or frozen (whether or not packed in ice) filleted, skinned, boned, sliced, or divided into portions. Fish, dried and unsalted. Caviar and other fish roe for food purposes.

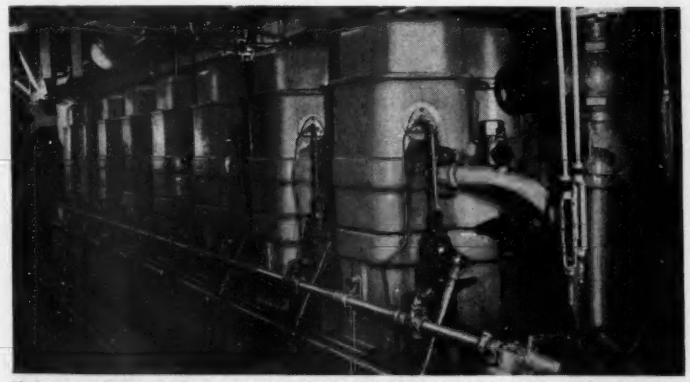
Violation of anti-trust laws by salmon industry, as charged by Federal Trade Commission, has been denied by Puget Sound salmon canning industry. The F.T.C. complaint had charged canners, vessel owners and union fishermen with making a series of interdependent agreements which would tend to increase cost of salmon to public.

Worldwide program of oceanographic research, prepared in accord with Food and Agriculture Organization, has been approved by United Nations Educational, Scientific and Cultural Organization. The work will include such activities as mapping of ocean bottom and study of soils and sediments, temperature variations and ocean current conditions, governing plant growth, types of animal life at various locations, diseases and parasites of plant and animal life, and the resources of edible fish in accessible areas.

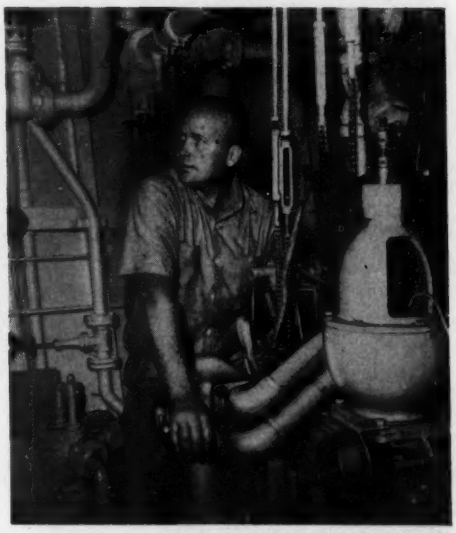
Originally designed as a purse seiner, this 135 ft. all-steel craft was later converted to conventional tuna clipper. She's never had an engine breakdown.

Owner-skipper of the "Santa Helena" is Nick Zamberlin, well-known San Pedro fisherman. An Enterprise Model DMQ-8 Diesel powers his sleek clipper at 11 knots under normal load of 350 tons of tuna.

Great record for "Santa Helena"— 39,000 hours on her "Enterprise" without an overhaul!



Main propulsion engine is an 8-cylinder Enterprise, 16" bore by 20" stroke, rated 1200 HP at 350 RPM. Easy access to working parts aids in routine servicing.



Chief Engineer William "Whitey" Luttrell is a staunch booster of Enterprise Engines. With the "Santa Helena" at sea 75 to 80 days each trip, he just doesn't have any trouble with the Enterprise Engine. It's been a really satisfactory engine, according to Mr. Luttrell, especially when you consider the rough conditions under which a tuna clipper operates.

"Just how good *are* Enterprise Engines?" The answer to this question can best be found in the records of Enterprise powered boats, like the famed tuna clipper "Santa Helena."

The Chief Engineer, William "Whitey" Luttrell, reports that in eight years of fishing she has logged an equivalent of close to 19 times around the world without a single hour lost through engine failure!

The "Santa Helena," with about 39,000 engine hours, has never had a general engine overhaul. Her Enterprise Engine is still operating on original parts: pistons, rings, cylinder liners, main and connecting rod bearings, and other vital components.

The result of this outstanding engine record shows in low costs and high fish tonnages. "High boat" in 1954, the "Santa Helena" has always been one of the most successful clippers operated in the tuna fleet.

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When the gun failed, they used a tablespoon

HE LEARNED acting the hard way, barnstorming frontier towns by barge and stagecoach, playing in sheds and taverns.

One night in Houston, a Texan even suggested the troupe tour through Indian country, carrying their stage weapons for protection. Joe Jefferson declined. He later said he had shivered when he imagined himself facing a hostile Indian and armed only with a stage pistol whose tendency to misfire had several times "compelled our heavy villain to commit suicide with a tablespoon."

By the 1860's, Jefferson was America's favorite actor. When he played his famous Rip Van Winkle (see picture), "one-night" towns declared a "Jefferson Holiday." Business stopped, schools closed, so that everyone could get a chance to see him act.

They loved Joe Jefferson everywhere because he was a genius at making people happy. And his sunny outlook still sparkles in the spirit of America. Like Jefferson, Americans still know how to travel a hard road and smile when the going's roughest.

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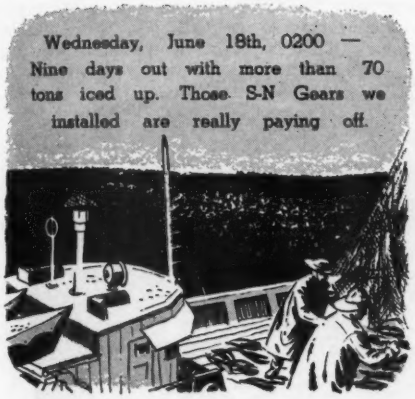
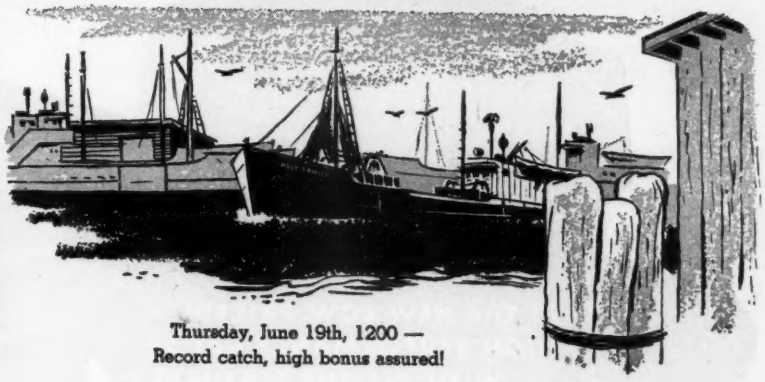
Log of the **HOLY FAMILY** . . . A True Story





Thursday, June 19th, 1200 —
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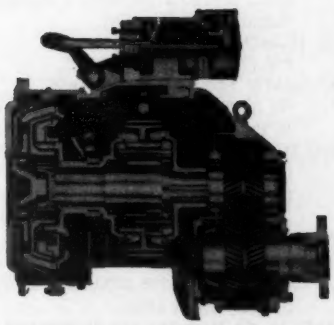

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Variable Pitch Propellers on Fishing Craft

This system allows rapid maneuverability and enables crew to obtain maximum net hauling power at any speed of the vessel

MORE than 95% of all engines in Scandinavian fishing craft from 10 hp. to 200 hp. are today fitted with variable pitch propellers. Although most of these fishing vessels are powered with semi-Diesel engines, the variable pitch propeller is in no way dependent upon this type of power, since it may be used in connection with any low or medium speed marine engine. The following comments on the use of controllable pitch propellers in fishing vessels were excerpted from speeches delivered at the International Fishing Boat Congress held during 1953 in Paris, France, and Miami, Fla.:

R. G. Andersen of Tuxham A/S, Denmark, declared that experience in Scandinavia shows the variable pitch system, with the possibilities of variation which it presents, is absolutely indispensable, especially for seine net fishing, or for any kind of fishery with lines or net, as the crew thus has the possibility of maximum hauling power at any speed of the vessel, whether high, low or stationary.

Andersen continued: "When the vessel has finished fishing, the skipper can then increase the pitch of the propeller, making use of the full engine power in order to obtain maximum speed of the vessel once hauling is finished. The variable pitch system is the only system which enables fishing boats to profit by full power for hauling as well as for speed.

Typical Variable Pitch System

"Diagram I shows a typical variable pitch system. The propeller blades "l" are rotated in the propeller boss "m" by the double rack-and-pinion mechanism "n" when the propeller shaft "o" is moved ahead or astern. Movement of the propeller shaft is activated by a hand-wheel from the pilot house. This system replaces the ordinary reversing-gear otherwise inserted between engine and propeller shaft, a rotation of the propeller blades from one position to another involving that the propeller is switched from full speed ahead to full speed astern, but in this way neither engine nor propeller shaft change direction of rotation.

"It is well known that fixed propellers have to be constructed individually for the vessels on which they are to be employed after taking into consideration the lines of the vessel, horsepower of the engine and the estimated speed of the vessel. Often, however, it is difficult, not to say impossible, to obtain sufficiently exact advance information of the lines of the vessel, especially when changing the engine in an existing craft. Of necessity a fixed propeller must therefore in most cases be chosen from a pre-determined standard set of propellers.

"If the fixed propeller is specially constructed, this construction often must be based upon certain presumptions, the exactitude of which cannot beforehand be verified. If the fixed propeller delivered proves not to be exactly suited to existing conditions, the result will be that the skipper cannot get full advantage of the engine. If the pitch is too high, the engine will be overloaded and therefore must be run at reduced speed, and if the pitch is too low, it means that the engine will not be fully loaded even at the maximum speed. In both cases it will prove impossible to obtain a speed which the engine power and propeller speed otherwise would have justified.

Pitch Can Be Adjusted During Run of Engine

"All difficulties originating from incorrect ratios between vessel, engine power, engine speed and propeller form are principally done away with when the variable pitch system is employed because the pitch of the propeller may be adjusted during the run of the engine until the optimum pitch has been reached. This adjustment may be made without disengagement of the engine simply by turning the wheel in the pilot house, and it enables the engine to be run with maximum torque in any vessel.

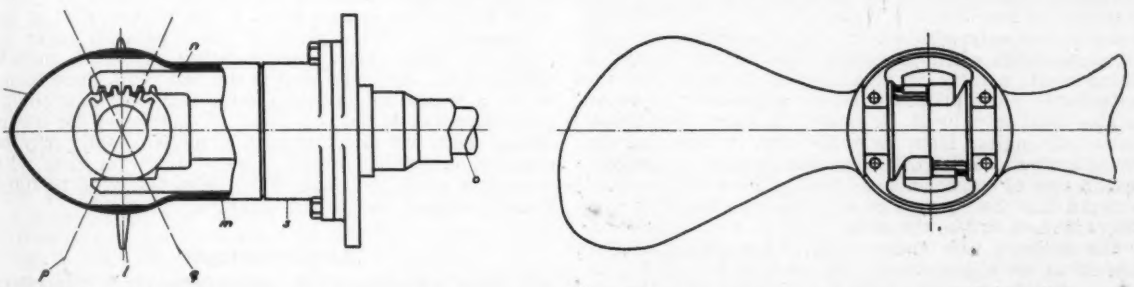

Diagram 1—Typical variable pitch propeller system for use with engines of smaller horsepower. The propeller blades "l" are rotated in the propeller boss "m" by the double rack-and-pinion mechanism "n" when the propeller shaft "o" is moved ahead or astern.

"In this way the propeller blades may be adjusted to any intermediate position including neutral. In this position the screw propels the vessel neither ahead nor astern, and by adjusting the propeller to slow ahead or slow astern, the skipper can keep the vessel at a standstill in spite of the action of wind or sea. In this way he can entirely fix the position of the vessel while the engine works at full speed (or at any other speed) on the winch during the hauling of fishing gear.

"Another great advantage of the variable pitch system is that it enables a vessel to combine wind power and engine power on all occasions. All the skipper has to do, when carrying sails, is to increase the pitch of propeller proportionally, thus obtaining a higher speed of the vessel by the interaction of the two forces. In other words: in this case the variable pitch propeller acts like an overdrive in a motor vehicle.

"Even for a vessel not carrying sails it is advantageous to be able to adjust the propeller to a lower pitch when sailing against the wind and to a higher pitch when sailing along with the wind.

Fewer Working Parts

"The alternative to the variable pitch propeller is either a fixed propeller combined with a reversing-gear or a fixed propeller combined with a reversible engine. Either system requires a considerable number of working parts, even for the least complicated design, compared with the

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variable pitch system illustrated, which does not reverse the propeller shaft but simply reverses the position of the propeller blades. It is therefore justifiable to state that the varible pitch system, under comparable circumstances, will give less cause for disturbance during use.

"In case a variable pitch propeller is damaged, for instance, by hitting wreckage, repair or replacement of the blade can be quickly and easily carried out.

"The variable pitch system shown in Diagram I may be considered a prototype; the various firms employ varying constructions, and for bigger engines the propeller may be supplied with 3 or 4 blades. There are constructions in which the solid shaft, as illustrated, is not moved when maneuvering the propeller blades, but in which the rack-and-pinion mechanism is fixed to a special rod which is moved ahead or astern inside the hollow propeller shaft. In this case the thrust-bearing usually will be placed in the astern part of the engine proper, whereas the thrust-bearing of the construction illustrated, "s", is placed on the aft side of the stern post, thus communicating the pressure of propulsion directly to the hull from this point."

Reasons for Boatowner Resistance

Some of the same views were expressed by K. G. Rosenthal of Burmeister & Wain, who said: "It is strange to notice that only within a very small area of the world are controllable pitch propellers used to any extent in fishing craft, namely in Scandinavia. In this area the controllable pitch propeller reigns practically supreme. As also mentioned by R. G. Andersen, more than 95 per cent of all engines from 10 to 200 bhp. in Scandinavian fishing craft are fitted with controllable pitch propellers. Also, in case of engines above 200 bhp., it no doubt would be found that the percentage with controllable pitch propellers is more or less the same.

"The author's firm makes engines for fishing craft—from 90 to 360 bhp.—either with controllable pitch propellers or with propellers with fixed blades. It is the experience that outside Scandinavia vigorous resistance against controllable pitch propellers is encountered. The cause of this resistance is generally that at one time bad experience was encountered with the controllable pitch propeller, thus discouraging further experimentation. What probably happened is that as bigger engines gradually came into use, the design of the mechanism in the propeller hub turning the propeller blades was not altered correspondingly to comply with the greater strains to the propeller hub.

"The original and most simple design of such a mechanism is the one shown in Diagram I in the before-mentioned Andersen paper, namely based on the use of rack and pinion. This design is excellently suited for smaller horsepowers, as for instance derived from semi-Diesels. However, at greater engine outputs other designs must be adopted as the rack and pinion design is inevitably impeded, partly due to its backlash, and partly due to the great specific pressure between the teeth of the rack and the pinion.

Crank Mechanism with Slide Blocks Used

"The author's firm uses for the reversing of the propeller blades a crank mechanism with slide blocks, thereby avoiding backlash and obtaining that the forces are transmitted through well-greased surfaces. Besides, such mechanism can be made so resistant that even when the blades are damaged or bent, the mechanism remains intact. The maneuvering of the propeller blades is done by hand for engines of 90 to 240 bhp., while hydraulic maneuvering may be had from 180 to 360 bhp.

"The resistance against employing controllable pitch propellers cannot be due to economical reasons, as the price of such an engine plant is lower than that of the corresponding engine plant of the type with reversing gear, the latter type always being preferred outside Scandinavia. However, during the last years there seems to be a wakening understanding that the controllable pitch propeller is not only most advantageous for use in fishing craft, but also that such propellers really may be made in a reliable design. Lately a few engines with reversible pitch propellers have been delivered to Italy, France, Ireland, and to the U.S.A."

Many Advantages

General advantages of controllable-pitch propellers over fixed-blade propellers with regard to fishing craft were summarized briefly as follows by J. A. van Aken, head of the Propeller-Design Department of Lips Propeller Works, Netherlands:

1. The use of non-reversible propelling machinery.
2. A constant number of revolutions per minute of the engine in any condition of loading.
3. A maximum ship speed in the free running condition at full power and a corresponding number of revolutions.
4. Maximum tow-rope pull in the trawling condition.
5. One direction of running of the engine for ahead and astern.
6. Very rapid maneuverability, as the propelling machinery need not be stopped when ordered to be reversed from ahead to astern, while the propeller can be controlled from the bridge.
7. The vessel may proceed at very low speeds by adjusting the pitch of the propeller blades in such a way that very little thrust is delivered; these low speeds being required, for instance, when vessels have to enter harbors or docks, or when they are navigating canals or passing locks.
8. Reduced over-all cost, size and weight of the propelling system in most cases.
9. Economy in operating cost with respect to fuel, engine maintenance and engine repairs.
10. Providing practical means for avoiding critical torsional-vibration conditions.

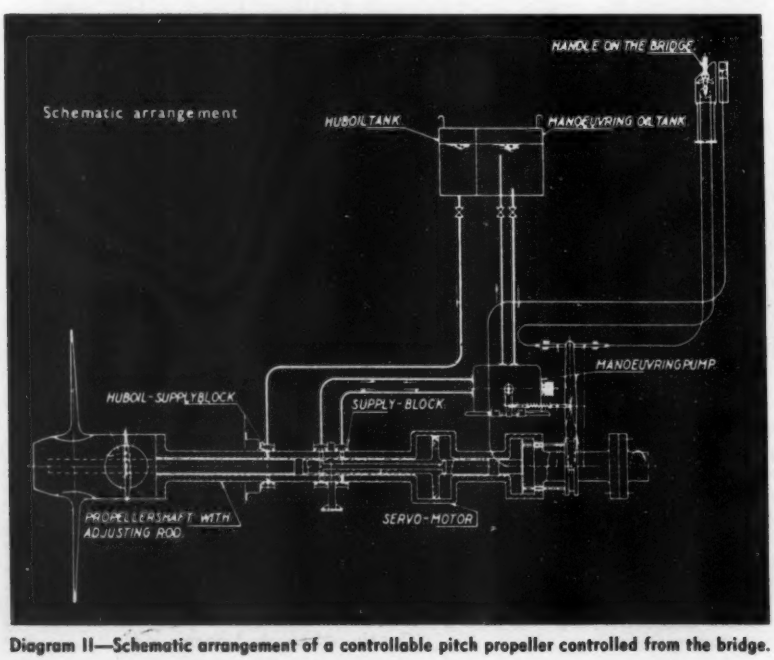


Diagram II—Schematic arrangement of a controllable pitch propeller controlled from the bridge.

Lake Superior Gets Priority in Lamprey Campaign

By Ted Bentz

DURING the 1956 lamprey spawning season, Fish & Wildlife Service biologists expect to operate an increased number of electro-mechanical barriers in Lake Superior streams, where lamprey control has been given priority. The scientists seek to improve electrical devices in order to allow game fish to pass upstream more efficiently, and thus lessen fish mortality. Streams on which special engineering improvements have been made include among others, the Huron River, Two-Hearted River, Chocolay River, Silver River and Whitefish River.

Additional survey work is planned in Lake Superior streams where new control devices may be installed during 1956. Most of these operations are expected to be conducted in the western end of the big lake.

In the 1955 season, particularly around the eastern end of Lake Superior from Marquette to Sault Ste. Marie, fewer lamprey-scarred fish were taken than in the previous year. According to Dr. Ralph S. Hile, scientist connected with the Fish & Wildlife Service's Great Lakes Fisheries Investigations, there is a good chance of saving the trout in Lake Superior, although it is not yet a sure thing by any means. He said that it looks like control measures have been started in time to thin the lampreys out before trout are exterminated.

One of the larger electric lamprey screens operating in the Great Lakes area is this one across the Chocolay River near Marquette, Mich. Lampreys are stunned within the electrical field, and henceforth destroyed.

Leo Erkkila of Marquette, Mich., who is in charge of the Fish & Wildlife Service's lamprey program for the upper Great Lakes, believes that if the scientists can save Lake Superior trout, they can use the fish to restock other lakes when the lamprey is under control. It is noted that in Lakes Huron and Michigan, so far as is known, not a single lake trout has been planted since 1948.

To prevent lampreys from reproducing, 29 out of a scheduled 44 electrical control barriers were installed and operating on as many spawning streams along the south shore of Lake Superior this year. On the Canadian side, the Ontario Government has come up with approximately $350,000 to install and operate electrical fences across streams flowing into Lakes Superior and Huron from Ontario watersheds.

Several of the Lake Superior streams were substantially infested with lampreys during the 1955 run. Among these probably the greatest number of lampreys was present in the Chocolay River near Marquette, Mich., where one of the Fish & Wildlife Service's major electrical barriers has been installed.

In addition to the numerous electrical barriers that were operated in streams flowing into Lake Superior, the Fish & Wildlife Service had about 17 operating on streams flowing into Lake Michigan from Michigan and Wisconsin waters. The Sturgeon River in Delta County, Mich., probably had the largest take of lampreys of any Upper Peninsula stream.

For the 1955 season, 46,263 lampreys were accounted for on Lake Michigan, and 10,459 on Lake Superior, giving a combined total of 56,722. Last year's final total for the two lakes was only 31,227.

Control Program Gaining Impetus

Notwithstanding the excellent work already done by the Fish & Wildlife Service and Conservation Departments bordering the Great Lakes—some of which this year have increased their lamprey budgets—the fight against the parasitic creature has really just begun to gain all-out impetus. Killing lampreys at their spawning sources, thereby preventing them from reproducing, appears to be the most effective method of securing control.

Perhaps the biggest encouragement in the entire lamprey campaign is the fact that the United States and Canada have made an International compact to launch an all-out war on the sea lamprey from both sides of the lakes bordering the International line. In the years ahead with the cooperation of both nations and the Conservation Departments of the States bordering the Great Lakes, it is believed that the lamprey problem will be solved.

Equipment being used to combat the lamprey consists mainly of electrical devices, which in some cases are supplemented with mechanical barriers, and are designed to guide lampreys into a trap from which they are removed daily and destroyed. Game fish caught in the trap are released on the upstream side.

In case lampreys successfully pass an electrical barrier, they would be blocked by the mechanical barrier farther upstream. While trout may readily leap over a mechanical barrier, the lamprey, which must grovel its way over riffles and rapids, cannot. Electrical barriers also are provided with auxiliary generators to furnish 110 volts of current in case the local power supply fails.

Lampreys First Found in Lake Erie

Lampreys were first noticed in Lake Erie in 1921. It was not until 1936, however, before commercial fishermen operating on Lake Huron became alarmed when they found the creatures clinging to lake trout as they removed fish from nets. Complaining fishermen got little response. For no one in official capacity, except some fish biologists, seemed to appreciate the seriousness of the invasion. But in 1945 the public as well as members of the fishing industry began to realize the approaching danger, when Lake Michigan, which once produced an annual yield of 6 million pounds of lake trout for market, showed a sharp decline in yield.

The sea lamprey is an eel-like creature with seven puncture-like holes on either side of its head. It springs at lake trout, whitefish, suckers and virtually all thin-skinned fish, like a tiger pouncing upon its prey and clings to them. With its suction-cup mouth ringed with horny teeth, the lamprey rasps a hole through fish scales and flesh to suck away its prey's life blood and body juices.

Comparative Performance of Long-liners and Draggers Studied by Canada

A CANADIAN report on the "economics" of certain types of fishing craft indicates that fishermen in that country operating a modern long-liner or dragger in the 57 ft. class who expect to produce a million pounds or more of groundfish, must spend nearly 150 days at sea for the long-liner and 115 days for the dragger. The output of the dragger is somewhat greater—about 170 pounds of fish per man-hour of fishing—as compared with 100 pounds for the long-liner.

Entitled "Analysis of the Fishing Operations of 99 Long-liners and Draggers in the Atlantic Provinces, 1954", the Canadian survey is broken down into two sections, a summary covering a three-year period from 1952 to 1954 and a detailed analysis of 1954 accounts. The Canadian Department of Fisheries in conjunction with Provincial Loan Boards undertook the study to obtain information for guidance in their program of assistance for modernization of the fleets of small and medium-sized fishing vessels. The object of the study was to investigate the performance of these fishing craft under current cost-price relationships.

Variation Between Areas

In terms of average gross value of the output, the report reveals that there is a variation between the different Canadian areas. For the draggers, the output per man-hour ranges from $3.36 to $4.45, while for the long-liners it runs from $1.85 to $3.86 in the 51-60 foot class.

In the 1954 season, the average gross value of output per man for the Nova Scotia (51-60 ft.) long-liners was $5,091, while for the New Brunswick draggers (54-60 ft.) it was $5,199. The output per man for other Canadian areas also was reasonably high, which suggests that the results of the present modernization policy for fishing fleets have been good.

Hauling a catch of codfish aboard the "Gloucester No. 10", 59' fishing dragger operating off the coast of New Brunswick, Canada. She is powered with a Caterpillar D13000 Diesel.

Draggers Cost More

The original capital costs of the smaller (35-50 ft. class) Canadian long-liner, equipped and ready for fishing, ranged from $2,000 to about $10,000, according to the report. Those of more recent construction are affected by the increase in costs of materials and labor. The initial capital cost to the fishermen for the larger (51-60 ft. class) long-liners, built under the Government assistance plan, was $11,000 in 1950 and this increased to $19,000 in 1954.

The cost of modern Canadian draggers (54-60 ft. class) also has increased. A fisherman was able to acquire one of these draggers in 1947 for $17,000. By 1950 the cost had risen to $27,000 and by 1954 it was $36,000 for the same type of craft.

The report indicates that the increase in capital costs of boats and equipment to the fishermen has been brought about by several factors. The boats built under the Government plan call for better materials and stronger construction. In addition, there has been a change-over from gasoline to Diesel engines, and the boats are equipped with modern electronic devices. While these improvements make fishing a safer and easier task, they add to capital costs. The report indicates that the only way to offset these heavier expenses is by higher and more efficient production.

Crew Share Payment

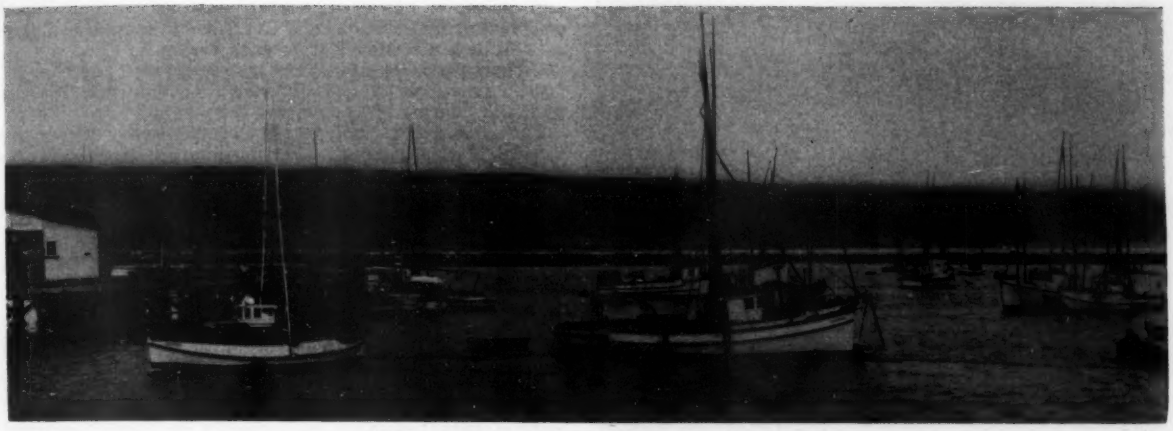
"Three-year data on net cash crew share payment indicate that the fishermen's net earnings under the various sharing systems are highly variable from trip to trip, from one boat to another and from one fishing season to another," the report states. "Some of these variations are explained by the difference in skills among the skippers and crews, costs of production and changes in landing prices of fish. All of these factors combine (together with 'fishermen's luck'—although this is becoming less important with the introduction of modern equipment) to produce variations in annual net crew earnings.

"A somewhat lower average in net cash crew shares for the 1953 season was due mainly to the lower fish prices obtained by fishermen, but in part, also, to lower average landings. The average landings per boat in 1954 did not reach the 1952 level but, on the whole, the prices received in 1954 were, with few exceptions, equal to those of 1952, which was considered to have been a very good year in both catch volume and prices," the report continues.

Net Cash Boat Share

"In addition to the net cash crew share, the owners of the boat also receive a net cash boat share in proportion to the degree of ownership, based on partnership arrangements. After depreciation charges are deducted from the net cash boat share, and the remainder added to the net cash crew share, the average net earnings per owner is arrived at. In recent years, the higher initial capital costs of boats and equipment have resulted in higher interest payments, higher marine insurance costs and higher depreciation charges. This has tended to reduce the size of the owner's net earnings. They are further reduced as a result of division among several partners.

"In some cases the net earnings per owner have been reduced below the average net cash crew share. This meant that the net cash boat share was not large enough to cover operational boat expenses and depreciation. In such cases the owner (or owners) had to dip into his (their) crew earnings in order to meet his (their) obligations or, alternatively, go into debt. This was the situation of the Newfoundland long-liners in the 1954 season," the report states. (John Proskie of the Federal Department of Fisheries at Ottawa was responsible for the direction of the above-described study and analysis of the data.)



Fishing boats anchored in harbor at Crescent City, Calif.

Pacific Albacore Fishery Moves Offshore

Harold B. Clemens* reports catches being made outside 150 miles, with fish migrating North as season progresses

PREDICTIONS as to where and when the wide-roaming Pacific Coast albacore will appear can mean a great deal in dollars and cents to commercial fishermen and canners. Catches in the California albacore fishery are extremely variable from year to year, and the fishery is highly seasonal, being pursued only in the Summer and Fall. The more that is learned about albacore, the better are chances for stabilization and expansion of the industry.

When the California Department of Fish and Game expanded its albacore investigation in 1951, the gathering of data on commercial catch localities was intensified. Also under study are migrations, racial relationships, size at maturity, exploratory fishing methods, environment, and all the factors that bear upon a continued high-level albacore harvest.

Albacore occur along the Pacific Coast of North America from Southern Baja California to Alaska between latitudes 25° and 59° North. From 1939 to 1945 considerable commercial quantities were taken off Oregon, Washington and British Columbia, but since 1945 the majority of the fish have been caught in an area between Baja California and San Francisco within 400 miles of the coast.

Most of the albacore landed in California since 1950 were taken during July, August, and September between latitude 26° North and latitude 36° North from the coast out to longitude 125° West. Since 1950 the fishery has gradually shifted offshore (outside 150 miles). This trend started in August, 1951, and by August, 1953, the offshore area was the most productive.

Each year as the season progresses the fishery tends to move Northward up the coast and offshore. By November most of the fish are taken North of Los Angeles Harbor.

The fishery comprises vessels of myriad sizes, shapes and descriptions using two types of gear, live bait and trolling. The smaller boats, usually under 30 feet in length, catch fish primarily on lures trolled astern near the surface of the water by lines of varying length. A trolling vessel has a 20- to 30-foot eucalyptus pole rigged on each side. When fishing, the poles are lowered to a suitable height above the water. To each pole several trolling lines are attached with a steel or rubber spring in each to absorb the initial shock of a striking fish. The lines are graduated in length and so rigged that each can be pulled inboard without fouling the remaining lines.

The larger boats, usually over 30 feet in length, carry a bait tank piped for running sea water into which live bait,

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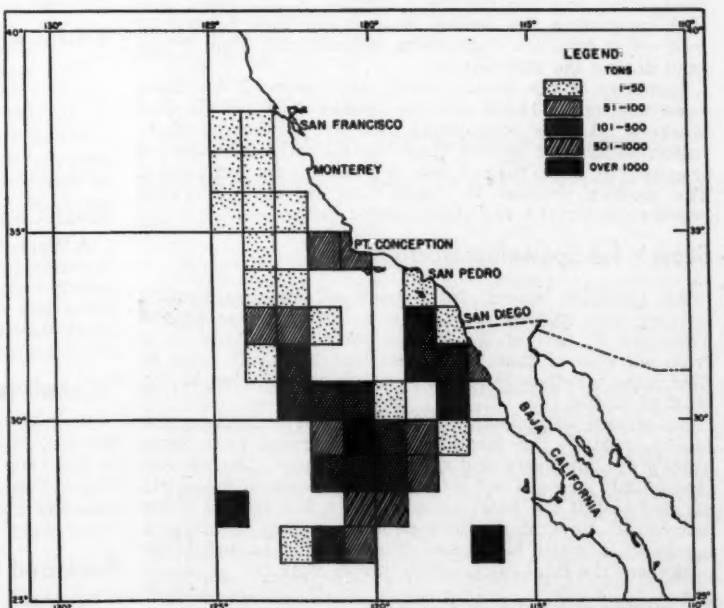


Catch localities for Pacific albacore during August, 1953, which was first month in which offshore waters yielded noticeably more fish than inshore area.

* Marine Fisheries Branch, California Department of Fish and Game.

NEW SEINE SKIFF which is being used in Fish & Wildlife Service's Maine herring investigation program. The 20' x 7' boat has a well installed about two-thirds of the way forward, which houses a 25 hp. Johnson outboard motor with 20" shaft. Purpose of this unusual rig is to keep the stern of the craft clear for handling nets. Somewhat larger boats of similar design are used on the West Coast for purse seining, and shad fishermen also favor this type of craft on the Hudson River.

Maine Scalloping Industry Being Revived at Rockland

Roy Wittick, general manager of Birds Eye operations at Rockland, and Raymond Graham, fish plant manager, are promoting a revival of the port's once-thriving scallop industry, which was nurtured by the late Rodney Feyler. The effort to bring scallop fishing back to Rockland gives the smaller boats of the fleet an opportunity to work within a reasonable distance of their home port.

The scallopers *Rhode Island* and *Jeanne D'Arc*, both former draggers, have been running to Georges Banks since June and landing their catches at Rockland. The men promoting the scallop project are now hoping to interest at least six more boats in scalloping from Rockland during the 1956 season.

Landings of the *Rhode Island* and *Jeanne D'Arc* have been averaging 11,000 lbs. for 10-day trips. Birds Eye workers take the scallops as they are landed in 40-lb. cotton sacks and repack them in attractive, one-pound transparent bags, packed five to a carton for marketing. The packed product is frozen and released to retail markets under the 40-Fathom brand name.

Search for Spawning Herring

An intensive search for schools of large, spawning herring was carried on during a recent cruise of the *Theodore N. Gill* of the Fish & Wildlife Service. It is from samples of these large fish that biologists hope to determine whether different races of herring live in the Gulf of Maine.

No schools of spawning fish were observed along the Maine coast in the localities where herring have been known to congregate and spawn in the past. During this cruise, only one gill net set was made, because biologists decided to put the nets out only when fish schools were discovered. Several hundred pounds of large whiting, a mackerel, a white hake, and several alewives and bluebacks was the total catch off Matinicus Rock.

Towns Form Shellfish Council

The towns of Brunswick, Freeport, Harpswell, West Bath and Phippsburg have organized a Shellfish Council, and each town has a representative named by their Board of Selectmen. Eventually the Council will include a digger as well as a non-digger from each town.

Officers are Harry Shulman, Brunswick, chairman; Joseph Larrabee, West Bath, vice chairman; and Thomas Skolfield, Harpswell, secretary.

The Council is chiefly concerned with conserving natural sets of quahogs by transplanting from areas in which they are jammed too thickly for healthy growth. The Council also hopes, with the cooperation of the diggers, to prevent the shipment of seed quahogs to other States. The group is working on ways and means of harvesting deep-water quahogs which are largely ignored by fishermen.

Sardine Pack Still Low

Early last month it was estimated that Maine's 1955 sardine pack would not be more than 1,200,000 cases. However, this estimate could be increased considerably by a substantial Fall run of herring. The 1,200,000-case estimate is computed on the basis that 34 per cent of the total pack has been canned after Sept. 1 in the last 13 years.

R. J. Peacock Canning Co. and Trident Packing Co. in Portland have had good packs, and Ralph Stevens reported that his firm's current pack is larger than usual. However, plants at Eastport and Lubec are having the worst season in their history.

About 95 per cent of the herring canned have been seined in Casco Bay, and while the quality of the fish has been good, most of the herring ran quite large.

Two Clam Flats Closed

Closing of two flats to clam digging was decided upon by clam diggers of the Waldoboro and Bremen areas at a meeting with dealers and representatives of the State Dept. of Sea & Shore Fisheries at Waldoboro last month. The flats are Greenland Cove north of Sam's Cove in Bremen and Moses Point to and including Stahl's Bar in Waldoboro. The areas contain a heavy concentration of small clams. They may be closed for up to a year which should result in greater production.

A committee has been formed by Waldoboro clam diggers and dealers to work with Government representatives on management of the clam flats in the Medomak River, with the aim of preserving immature clams. The committee includes Ralph Eugley, Herman Nash, Myron Chase, Herbert McLain, Bryant Levensaler, Linwood Castner and Edward Collamore.

Bristol Area Harbor Projects Urged

Two well-attended hearings were held in Bristol recently relative to proposed navigational improvements sought for the much-used harbors at Round Pond and South Bristol. The Sea & Shore Fisheries Department's approval of the projects, which would aid commercial fishermen, was presented by Ronald Greene.

Blast Canal for Alewives

A Warren town work crew used 1700 lbs. of dynamite in blasting a 500 ft. stretch of low land along the Kalloch Brook area between the St. Georges River and North Pond last month. Purpose of the project is to furnish a clear way for alewives to travel heading for the North Pond spawning grounds.

"Calm" Is Birds Eye Highliner

Redfish landings at the Birds Eye fisheries plant of General Foods Corp. in Rockland during August amounted to 3,317,000 lbs. Highline trawler for the month was the *Calm*, Capt. Ernest O'Toole, with 878,000 lbs. Five other trawlers brought in the remainder. They were the *Drift*, *Crest*, *Surf*, *Wave* and *Ocean*.

Rockland Fishing Industry Survey Planned

Professors James A. Storer and Charles S. Benson of Bowdoin College are planning a fishing industry survey in the Rockland area. The survey will cover marketing, production, shipping, etc.

Texas Shrimp Landings Good Despite Stormy Weather

Despite a month of unsettled weather with tropical disturbances, hurricanes and squalls along the south Texas coast and in the south Gulf of Mexico, seafood production was maintained at a fair rate. Most shrimp came from the north and middle coastal areas, and many were taken in waters along the west Louisiana coastline and unloaded at Galveston and Freeport.

Brown grooved shrimp made up 88 percent of the catch, and white shrimp accounted for 12 percent. Aransas Pass area led with 1,460,400 lbs. of heads off shrimp. Brownsville was second with 1,195,000 lbs. Galveston-Freeport area had 1,116,400 lbs., while Port Isabel reported 835,300 lbs., and Port Lavaca-Palacios had 181,200 lbs.

Deep-sea fish production was off due to weather conditions, and bay fish landings were slightly below average, with red drum and speckled sea trout in good supply. Black drum began showing up and were caught in fair quantities, especially butterfly size. Flounder production has shown a steady increase, but sizes have been small. Crab landings are limited, and oysters will not be harvested in commercial quantities until later in the year.

Landings of all species of marine products for the first 11 months of the fiscal year were 113.3 million lbs., as compared with 116.4 million lbs. for the same period last year. Shrimp production for the period was 71,019,260 lbs.; crabs, 56,630; and oyster meats, 321,130 lbs. These figures compare with 56,055,520 lbs. of shrimp; 48,680 lbs. crabs; and 514,640 lbs. oyster meat during the same 11-month period of last year.

Edible finfish production for the period was 3,552,000 lbs., while last year it was 2,427,000 lbs. Menhaden landings were 38,365,000 lbs., compared with 57,305,000 lbs.

"Arrow" Goes Aground

Squalls along the south Texas coast accompanying hurricane *Gladys* caused considerable damage to boats and fishing equipment during the first week in September. The *Arrow*, a 100-ft. freezer boat, went aground during heavy seas and high winds in the channel between Port Aransas and Aransas Pass. While floundering she struck a 12,000-volt power transmission line, bringing the wires down and entangling them about her. All electric lighting and power service to the port was interrupted for about 30 hours. Later the grounded boat was cut free and floated by tugs on the high tide.

Port Isabel Shrimp Festival

Despite a rain which eliminated the street parade, the Port Isabel Shrimp Festival held during the Labor Day week-end was well attended. Approximately 5,000 persons were at the port to watch the blessing of the shrimp fleet.

Best decorated trawler was the *Georgia Pine*, owned by Arthur deRick of Port Isabel. His vessel featured a pair of live "mermaids" on the forward deck, along with flags, banners and other decorations. *Country Boy, Drake, Miss Liberty* and *Doughboy* were judged next best in that order.

New Fishery Statistical Office at Galveston

A statistical office for the collection of fishery data has been opened at Galveston by the Fish & Wildlife Service. In charge of the office is Anthony Inglis. Detailed statistics on the shrimp fishery will be obtained for that area in connection with the Service's expanded program for the collection of shrimp data.

Few Tagged Fish Caught

Many fish have been tagged by the Texas Game & Fish Commission crew working in Laguna Madre, but few have been reported caught. Ernest Simmons, who is in charge of the project, told of a drum caught which had been tagged in the area three years and four months earlier, when it weighed six pounds. It had grown to a weight of 20 lbs. when taken by a fisherman.

Shrimp boat "Betty Faye", with Mrs. L. P. Alexander of Seabrook, Texas, whose husband runs the vessel, standing in front of deckhouse. Mrs. Alexander takes her watch at the wheel and culls shrimp, in addition to being cook.

Formal Opening of Fulton Harbor

September 11 was the date of the formal opening of the new Fulton Harbor, located two miles north of Rockport. This new harbor will provide accommodations for 130 boats of all classes from outboards to large trawlers. It is the first step of a long-range program instituted by the Navigation District.

The next step in the plan is the development of an industrial harbor at the Cove, two miles south of Rockport. This harbor will be on the Intracoastal Canal cutoff between Rockport and Aransas Pass. Rockport Harbor, now the base for the shrimping interests, will be redredged and extended.

Mississippi-Based Research Vessel Makes Good Deep-Water Shrimp Hauls

Big shrimp catches were netted by the Fish & Wildlife Service vessel *Oregon* on her 3-week exploration trip which ended September 26. The craft returned to Pascagoula, Miss. on that date with additional indications of a seasonal shift in the most favorable depths for deep-water shrimping.

Harvey R. Bullis, chief of Gulf fisheries exploration, reported about 45 deep-water trawling drags for red shrimp were made along the Florida coast from Tampa north and along the Louisiana coast west of the Mississippi River.

Ninety miles south of Pascagoula and Mobile, Ala. provided the area for best catches. In three drags there, 770 pounds of shrimp were caught, with the catch averaging about 15 to 20 shrimp to the pound.

The *Oregon* caught small amounts of exceptionally large shrimp running 3 or 4 to the pound in 65 to 70 fathoms about 40 miles south of the Southwest Pass to the Mississippi. She found the best deep-water shrimping in 200 to 225 fathoms. Last year concentrations were found at 250 to 275 fathoms.

Great Lakes Fishermen Favor Trout Hatchery Expansion

A proposal to expand lake trout hatcheries has the unanimous approval of Michigan's Upper Peninsula commercial fishermen. Leonard Hammila of Chassel, Mich., a fish buyer spokesman for the fishermen, said the biggest regret of commercial fishermen is that most of the hatcheries have not been kept up for planting lake trout fry.

Present hatchery facilities are capable of accommodating at least 10,000,000 lake trout eggs annually, and are adequate to take care of increased planting of lake trout fry but not fingerlings. Two hatcheries were named as best choice for enlarged facilities—Harrietta and Oden.

Leo F. Erkkila of Marquette, Mich., who is in charge of the Fish & Wildlife Service office there, discounted the belief that the smelt is a serious predator of young lake trout. To date, no lake trout fry to speak of have been found in smelt stomachs that his department has analyzed. Erkkila does not believe large smelt inhabit the same areas as lake trout fry. However, he regards Menominee whitefish as potential predators on lake trout eggs, because that species of fish feeds on the bottom of the lake.

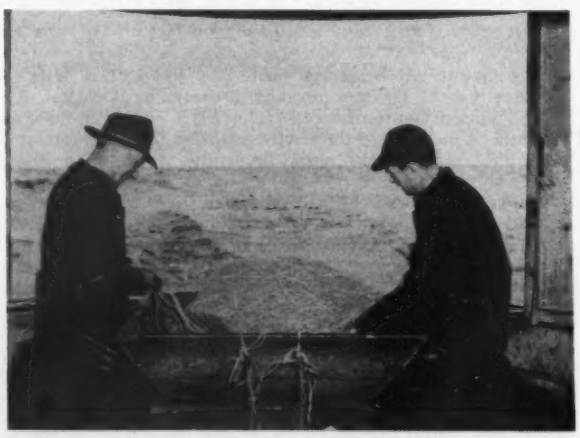
A study conducted by the Fish & Wildlife Service in Marquette, Mich., indicates Spring is the best time for planting fingerling lake trout. During the Springs of 1953-1955 they planted a total of 265,000 fin-clipped lake trout in Marquette Bay and in the Falls of 1952-1954 they planted a total of 325,700 fingerlings. To date, 57 of the Spring-planted fish have been taken in commercial fishermen's nets, compared with only five returns on the Fall plants.

Rep. Herbert Clements of Deckersville, Mich., chairman of the Michigan House Interim Committee investigating the Great Lakes fish problem, said the Committee feels two State hatcheries should be activated to restock Lakes Huron and Michigan with whitefish and pickerel.

Herring Yields Improving

Great Lakes commercial fishermen have been getting increasingly better yields of herring, and a number of jumbo lake herring were noted in nets. The peak of the Fall-Winter herring spawning run is expected to be reached about the third week in November.

With the lake trout season closed this month, Lake Superior fleets were fishing primarily for whitefish and herring, with heavy yields of the latter. In the Green Bay area, producers operating out of Escanaba, Gladstone, Cedar River and Menominee, Mich.; Marinette, Green Bay and Sturgeon Bay, Wis., were getting increased hauls of lake herring, while takes of yellow pike and yellow perch were ranging fair to good.



Don Grace and Jim Mallory of Marquette, Mich. playing out gill nets on Lake Superior.

Commercial yields from fishermen operating on Lake Michigan out of Two Rivers, Manitowoc, Sheboygan, Port Washington and Milwaukee, Wis.; Waukegan and Chicago, Ill., have been fair to good, with lake chubs heading the list, and some yellow pike. In the northern area of the Lake, lots of herring are being taken by netters. And along the eastern shore of Lake Michigan, commercial fishermen were getting fairly good yields of chub and lake perch.

From Lake Huron, production has been generally heavy in some areas, while light in others, with Saginaw Bay producers doing fairly good on yellow perch and lake herring.

On Lake Erie, where most of the varieties are taken in trap nets, catches of blue pike and yellow perch have been fair, with Michigan and Ohio producers getting substantial yields of the usual Fall varieties.

May Allow Deeper Gill Nets for Chubs

In Wisconsin legalization of deeper gill nets for use of chub fishermen of Green Bay and Lake Michigan may yet be achieved. At some length last Spring the Legislature considered such a proposal. The bill was approved by the Assembly, but was defeated by the Senate. It proposed to allow gill nets for the valuable chub of 60 meshes or about 11 feet in depths, instead of the 35 meshes permitted in a prevailing order of the Conservation Commission. But now the Commission is considering the deeper nets, and can amend its own regulations as it pleases.

The Commercial Fishing Advisory Committee already has made recommendation for such action, and the Commission expects to get the sentiments of commercial fishermen at a series of public hearings to be held soon.

The larger nets are presumed to enable fishermen to augment their catch. The nets are set on the bottom of the lake to take the chubs, which now constitute the principal product of the Lake Michigan fishery.

Want Limit on Number of Nets per Fishing Tug

A battle is shaping up between operators of sports trolling craft and commercial fishermen over lake trout in Lake Superior. The Grand Marais Citizens' Committee and Capt. Frank Parker, who operates a sport trolling boat, are asking that Michigan follow the example of Wisconsin which limits nets to seven per tug, and Canada, which limits nets and tonnage of the catches.

Urged to Report Drift Bottles

The Fish & Wildlife Service vessel *Cisco* this Summer released 5,000 drift bottles in Lake Michigan to study lake currents. Persons who find these bottles along shores are urged to mail them in promptly. The Great Lakes Research Institute of the University of Michigan also released a number of drift bottles in the lakes this past Summer.

Carp Being Shipped to New York

Tons of carp, for which there is little market in the Middle West is being shipped from Wisconsin and Minnesota annually for consumption in New York City. One Midwestern company has made a specialty of supplying carp in cans for the Army.

N. J. Miller, area operations supervisor in charge of Wisconsin's carp control program, supervises a business from which the State has been averaging $170,000 annually. Right now the carp, inspiration of many an angler's lament, is down in population. The species may be present in Wisconsin in fewer numbers than at any time in the last 20 years, says Miller. Carp also are "down" in Lake Erie and other big producing areas.

Although some of the carp taken in seines are finding their way into Wisconsin mink ranch food storehouses, more sheepshead are being used for this purpose. The formerly hard-to-sell fish is now going to the fur food market at the lively price of about 2½-cents a pound. The sheepshead are sold in the fresh state, are fast frozen and sometimes cooked and otherwise processed by the fur farm proprietors.

Georgia Fleet Gets New Shrimper "Capt. David"

Following a successful trial run from the Morehead City (N. C.) Shipbuilding Corporation yards on September 2, Euclid W. Lewis of the Lewis Crab Factory, Brunswick, Georgia, and his brother Willoughby, took delivery of their new 55' Hatteras Trawler *Capt. David*. The vessel's skipper, Earl Richardson of Brunswick, spent a week at the shipyard going over the *Capt. David* with a fine-toothed comb prior to the trial run. When the boat was put through her paces several miles out in the Atlantic Ocean, he was particularly impressed with her turning characteristics. "I've never seen a boat turn as sharp as this one," he commented.

The *Capt. David* is the first Hatteras Trawler acquired by the Lewis Crab Factory, one of the South's largest seafood companies. Three generations of the Lewis family were represented at the trial run, Euclid Lewis having brought his father—G. L. Lewis, who operates the G. L. Lewis Crab Plant at Jacksonville, Florida—and his young son, David G. Lewis.

The keel of the *Capt. David* is of one piece 8 x 12 heart pine, and the stem is 8 x 12 white oak. The stem knee is cut from 8 x 14 white oak, and the knee is bolted to the stem and keel with ¾" galvanized carriage bolts. The shaft alley and the stern post are constructed of 8 x 10 heart pine, while the horn timber is 8 x 8 heart pine, fastened with ¾" galvanized carriage bolts and ¾" galvanized drift bolts.

Floor timbers are 4 x 8 Southern pine bolted through the keel with one ¾" galvanized carriage bolt. Frames are 2½ x 4 steam bent white oak spaced on 12" centers, and treated with Cuprinol. The boat has three sets of clamps extended from stem to transom. The top clamps are two pieces of 2" x 6" spiked to the frame with one piece of 4 x 4 oak bent inside of the 2 x 6 which is the beam shelf. The beam shelf and clamps are bolted through each frame with one ½" galvanized carriage bolt per frame. The two sets of lower clamps are four pieces of 2 x 6 per clamp, bolted with two ⅜" galvanized carriage bolts per frame.

The boat is ceiled from the lower clamp (which is the bilge clamp) to the main deck clamps with 2 x 6 fir, fastened with No. 20 galvanized nails. Planking is 2" select grade fir, fastenings 3½" galvanized nails, caulked with one strand of caulking.

Deck beams are 4 x 8 Southern pine spaced on 12" centers and bolted through the oak beam shelf with ½" galvanized carriage bolts. Decking is 2 x 4 fir, fastened with No. 20 galvanized nails. All deck seams are caulked and payed with Jeffery's marine glue. Nailheads are set in the deck ¼" and covered with Woolsey's seam compound.

Above: the 55' Hatteras Trawler "Capt. David", shown on her trial run from the Morehead City (N. C.) Shipbuilding Corp. yard before delivery to the owners, Euclid W. and Willoughby Lewis of the Lewis Crab Factory, Brunswick, Ga. Shown below, right, beside the vessel's Stroudsburg hoist is Euclid W. Lewis. With him are Capt. Earl Richardson (center), skipper of the new boat, and striker J. W. Couch.

The *Capt. David* is powered with a General Motors 6-71 Diesel driving 40 x 32 four-blade propeller through 3.75 to 1 reduction gear. Electronic equipment includes 50-watt Apelco 76-B radiotelephone and Bendix DR-16 depth recorder. The winch is a Stroudsburg Model 515½, and there is a 600-watt Onan generating plant and Surrette batteries.

New Jersey Sea Clammers Resume Operations

With the beginning of September, New Jersey sea clammers resumed operations, and the Snow Canning Co. began full-scale processing at Cape May County Airport near Wildwood-by-the-Sea. Clammers had discontinued most of their operations during July and August, after catching 4.3 million pounds during the first six months of the year off Cape May County, N. J.

The new interest in sea clam canning is also sweeping up the Delaware Bay shore from Cape May County to Port Norris, which is a center of the oystering industry. Sea clams will be canned in South Port Norris in a plant operated completely separate from the oyster plant of the Robbins Brothers. They have remodeled and equipped one of their plants in preparation for the change. The sea clam plant will go under the name of Riggins and Robbins.

Conch landings kept many Wildwood, Wildwood Crest and Cape May commercial fishermen busy during the Summer months. Conch landings are made daily. Many fishermen contend that more conchs can be caught at night than during the day. The larger conch boats brought in 100 to 150 bushels per day, or 65 to 70 pounds. Each bushel of conchs brought $2.00.

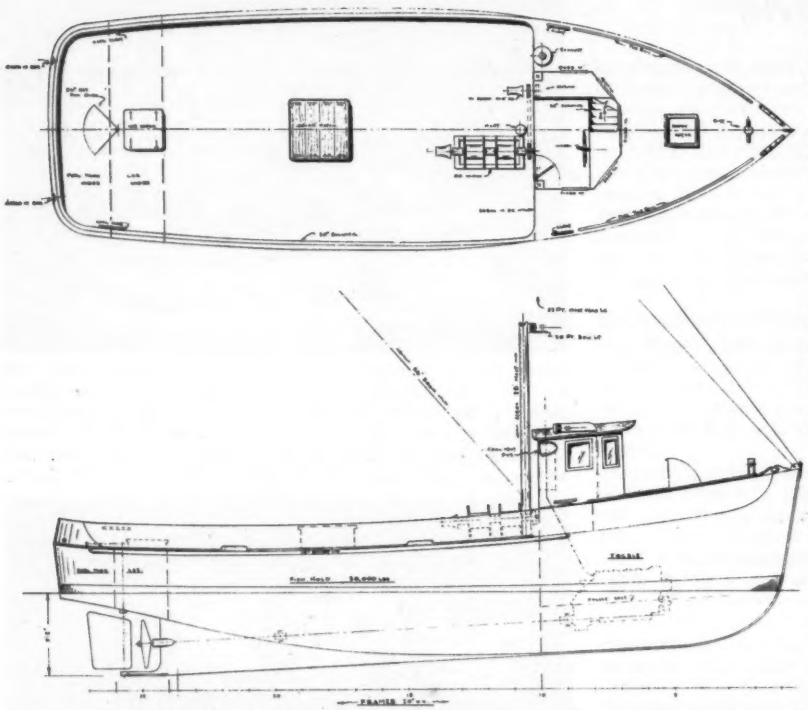
Oyster Season Opens

September marked the opening of the oyster season in Port Norris and surrounding communities. Operations are on the same basis as previous years, although a scarcity of Delaware Bay seed may curtail the supply to a degree, particularly that of smaller operators. Port Norris oystermen find no severe damage to their crop from the hurricanes of August.

The Peterson Packing Co. is in operation again this year. Christian Peterson bought out the Gates Brothers and renovated their old plant.

The Port Norris Oyster Co., which was destroyed by fire last year, is now operating in a new two-story building. They are employing 175 shuckers during the peak of the season.

New Steel Trash Fish Boat Has Large Capacity



New 47' welded steel trash fishing dragger designed and being built by Gladding-Hearn Shipbuilding Corp., Somerset, Mass.

A 47-foot welded all-steel fishing boat of new design is under construction at the Gladding-Hearn Shipbuilding Corp., Somerset, Mass.

She is being built for Capt. John Sisson of Jerusalem, Rhode Island, a charter member of the Point Judith Fishermen's Cooperative. The boat will run out of Snug Harbor and land fish at Point Judith.

Designed by the shipyard, the dragger has been specifically planned for trash fishing, with maximum carrying capacity. The 6-71 General Motors Diesel with 3:1 reduction gear, will be placed well forward to allow for the exceptionally large fish hold, which is 21' long, 6' deep and will accommodate 50,000 pounds of fish. Arrangements will be provided for pumping catch out of boat.

To counterbalance the weight of the engine in the forward section of the boat, the 500-gallon fuel tank is located in the extreme after section. There is a lazarette forward of the tank for fishing gear stowage.

The new boat has a beam of 14'6" and draft of 5'2". There will be ¼" steel plating on the bottom and 3/16" steel on the topsides.

She has been designed as a day boat, since trash fishing operations generally require only one-day trips. Her speed is estimated at 10 knots, and launching will be in November.

Rhode Island Oysters Are Of Excellent Quality

Warren's only operating oyster firm, the Warren Oyster Co., has launched harvest work for the new season. Otto J. Alletag, president, said one of the concern's boats began harvesting from Narragansett Bay beds about September 1, with all shellfish taken being shipped as barreled stock.

Although in short supply, because of a growing shortage and 1954 hurricane losses, the three to four-year-old oysters being harvested are termed "excellent". The firm has been shipping 35 to 40 barrels a week mainly to Providence, Boston, Springfield and other nearby New England cities.

Harvesting of choice oysters, which are annually shucked and canned for shipment, will be delayed indefinitely to give them every possible chance to grow.

Obstructions Removed from Channel

Obstructions in Point Judith Pond channel and the approaches to the harbor of refuge, as outlined by the U. S. Army Corps of Engineers, were corrected last month. Some lobster pots had been set too close to the channel, and were declared as being dangerous to marine traffic. Lobstermen can set their pots inside the harbor of refuge, but they must keep them out of the channel.

Scallop Crop Abundant

Some 300 scallop fishermen and their boats converged on Point Judith Pond as the season opened on September 15. In the face of an abundant crop, comparable to the 1953 harvest, commercial fishermen were able to bag the 10-bushel limit in about an hour.

Veteran scallopers reported an exceptional set of seed scallops, indicating a good crop next year. The unusually large number of the tiny seedlings made culling slow.

This year's scallops are smaller than those taken in the last two years, and fishermen expect them to run about two quarts to a bushel of scallops in the shell.

Hard Clams Lead in Value

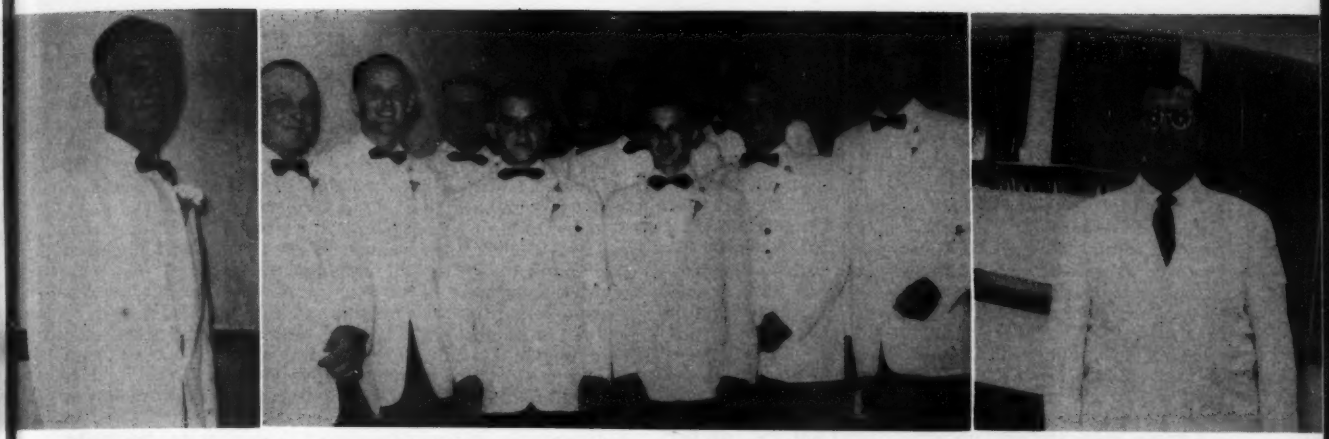
Landings of fish and shellfish at Rhode Island ports during July amounted to 11.2 million pounds, valued at $509,000 to the fishermen. Compared with the landings reported for July of last year, this was a decrease of 16 percent in volume and 3 percent in value. Major cause for the comparatively small decrease in value was that hard clam meats brought 47 cents per pound to the fishermen during July, 1955, compared with only 38 cents per pound during the same month of last year.

Hard clams led all other species in total value during July, with 627,000 pounds of meats, valued at nearly $296,000. Compared with July of last year, hard clam production was down 1 percent in volume, but up 22 percent in value.

Species landed in increased volume during July were butterfish, and whiting. Landings of menhaden during July were larger than in the previous year, while those of scrap fish taken for reduction, showed a sharp decline.

Total landings at Rhode Island ports during the first seven months of 1955 amounted to 67.7 million pounds, valued at 2.8 million dollars to the fishermen, compared with 70.4 million pounds, valued at 2.6 million dollars for the same period of 1954. This was a decrease of 4 percent in volume, but a gain of 10 percent in value.

During the seven-month period of 1955, fish for industrial uses, (42 million pounds), menhaden (8.5 million pounds), scup (4.3 million pounds), and hard clams (3.0 million pounds of meats), accounted for 85 percent of the total receipts.



Capt. Ashley Galloway, left, co-owner and skipper of trawler "Jean Frances", was chosen King of Morgan City, La. Shrimp Festival. In the center, from left to right, front row, are Dukes for Morgan City Festival: Capt. Walter H. Mays of "Mary K. Toomer"; Ory Baily, Live Oak Shrimp Co.; Capt. Gene Selph of "Little Bill"; Max Thibodeaux, Jr., whose father is owner-skipper of the "Rambler"; Capt. Buck Vining of "Guy H."; Joe Galloway, co-owner of "Jean Frances". Back row, left to right: Capt. Tom A. Jones of "Ruby Michael"; Capt. Newton Verrett of "Lathrop"; Rickey Davis, substituting for Capt. Anthony Protich of "Miss Mississippi"; and Capt. Elmer Galloway of "Capt. Mose". At right is Capt. Hazard Segura, Shrimp Festival King at Delcambre.

Top Shrimp Producers Reign over Fleet Blessings

Louisiana Holds Colorful Ceremonies at Morgan City and Delcambre

THE ancient ritual of blessing the fishing fleets was re-enacted at several Gulf of Mexico shrimp ports during August and September. At Morgan City, Louisiana, the fleet blessing was the highlight of a three-day celebration, held September 3-5, while the Iberia Shrimp Festival took place August 13 and 14 at Delcambre, Louisiana.

Ashley Galloway, co-owner and Captain of the 73' shrimp trawler *Jean Frances*, was crowned King of the 1955 Morgan City Shrimp Festival to the background music of "Shrimp Boats is a Comin'". This was Galloway's second time to wear the crown, having won the same honor in 1953. Galloway brought in the high total of 728 barrels of shrimp this past season.

The *St. Jude* led the Morgan City water parade on Sunday, September 4, and aboard her was the party of clergymen who blessed the shrimp trawlers. Directly behind the *St. Jude* was the *Jean Frances*, carrying the royal party, and steaming along in their wake were the remainder of the trawlers in port for the blessing occasion.

The prize for the best-decorated trawler at the Morgan City blessing was awarded to the *Patricia*, co-owned by Henry Estave and Ford Thibodeaux of Patterson, La. Second honor went to Ashley and Joe Galloway's *Jean Frances*, while the *Capt. Mose*, owned and skippered by Elmer Galloway of Berwick, La., was in third place.

Blessing Rites Originated in France

Of the many nationalities of people represented among the early settlers of Morgan City, the fishing industry attracted many. There were the Spanish people first, then came the Acadians and French who were expulsed from their Nova Scotia homes. They brought the habit of blessing the fishing fleet, a custom which originated in Normandy and Gascony, France. Then came the Germans, Scotch, Irish and Dutch; and the Scandinavians and Italians, who were principally attracted by the shrimp and oysters in commercial quantities.

Morgan City is a deep-water port on the Atchafalaya

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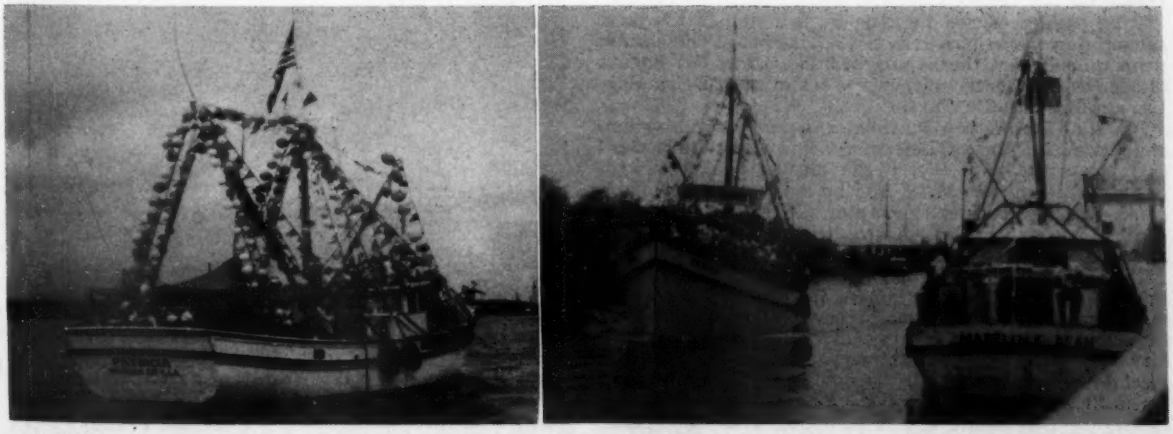

First place winner in best decorated shrimp trawler class at Morgan City was the "Patricia", left, co-owned by Henry Estave and Ford Thibodeaux of Patterson, La. In the center is the "Princess", owned by Mayor Euda Delcambre, which won top honors for best decorated trawler in Delcambre water parade. Shown at right is the "Madeline-Dean", owned by Shrimp King Hazard Segura of Delcambre.

Oregon Has Sizeable Trash Fish Landings at Astoria

Over half of the seafood landings in the Astoria area during the 8-month period from January through August was accounted for by the otter trawlers, which produced 13,756,000 lbs. of the 25,628,000-lb total. The otter trawlers brought in 6,235,500 lbs. of fish to be used for animal food. Next in volume landed was Dover sole, with 2,116,800 lbs., followed by rockfish, with 1,619,000 lbs., and Pacific Ocean perch, 1,418,000 lbs. The trawlers received their highest price for dressed sablefish, which averaged 11¢ per pound.

The river gill-net fishery out of Astoria yielded a total 7,134,000 lbs., which included over 5½ million lbs. of chinook salmon, selling for an average price of nearly 28¢. Steelhead trout production was 838,000 lbs., and the fish brought an average of approximately 19¢.

Astoria area trollers unloaded 1,853,000 lbs. of fish, mostly salmon. About two-thirds of the catch was chinook salmon, which brought 40¢ per pound in the large size, drawn. The trollers also brought in around 6,000 lbs. of halibut.

A total of 222,500 lbs. was the yield of the smelt fishery, while the halibut fishery landings were 317,500 lbs. Dungeness crabs were the only shellfish landed, 2,345,500 lbs. having been brought in.

To Make Fish Marketing Study

Oregon State College has signed a $50,000 contract with the Fish & Wildlife Service for a study of the marketing of six leading West Coast fish species—tuna, salmon, halibut, rockfish, sole and crab—whether handled as fresh, frozen or canned. The research work will be directed toward the reasons for weakness in price of these fish at various times during the past three years and towards steps to strengthen the markets. It will take 18 months.

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River which leads directly into the Gulf of Mexico, where many varieties of shrimp abound. Shrimp have been taken commercially in Louisiana since 1867, and the annual crop is now valued at $19 million.

Segura Reigns Over Iberia Festival

Hazard Segura of Delcambre, La., reigned as King of the Iberia Shrimp Festival held in his port city. Segura and the royal party rode one of his own trawlers, the *Miss Dianne*, in the water parade held during the festivities. Blessing rites were conducted by the Rt. Rev. Msgr. Warren Boudreax of St. Peter's Catholic Church of New Iberia, La.

King Segura earned his title by bringing in the most shrimp during the past season (507 barrels). The shrimp were unloaded at the Segura seafood plant. Mr. Segura also owns five boats which work out of both Delcambre, La., and Brownsville, Texas.

His *Miss Dianne* is a 56' trawler, built by Cunningham and Pitre Shipyard of Delcambre. Powered with a General Motors 165 hp. Diesel, she also is equipped with Bendix depth finder, Metal Marine automatic pilot, Fairbanks-Morse auxiliary generator, Michigan propeller, Northill anchor and Stroudsburg hoist. Esso fuel products are used.

The *Princess*, owned by Mayor Euda Delcambre of Delcambre, La., won top honors for the best-decorated shrimp trawler in the water parade. Gaily adorned with flags and banners of every color, she presented the Mayor's "Welcome Visitors" sign to the thousands of spectators.

The *Princess* is a 65' trawler, skippered by Capt. Enis Landry of Delcambre, and is equipped with Caterpillar D13000 Diesel, Metal Marine automatic pilot, and Raytheon "Fathometer" depth sounder. She carries three 105 ft. trawls.

California Has Many New Laws Affecting Fisheries

Approximately 70 new laws affecting California fish and game and their management were passed by the 1955 session of the Legislature and signed by the Governor. Most of them became effective on September 7.

In the field of ocean fishing, laws provide for allocation of lands for shellfish culture in State waters, for annual bag limits on yellowtail and anchovies caught by commercial fishermen, for the continuation of the Marine Research Committee and for expanded membership on it.

Further protection to striped bass is provided in a law delaying the opening of the shad gill-net season in Suisun Bay and Carquinez Straits from March 15 to April 5. Minimum size of albacore for sale has been reduced from nine to seven pounds.

A two-year crab conservation bill was passed, while the Department prepares recommendations for long-range conservation legislation.

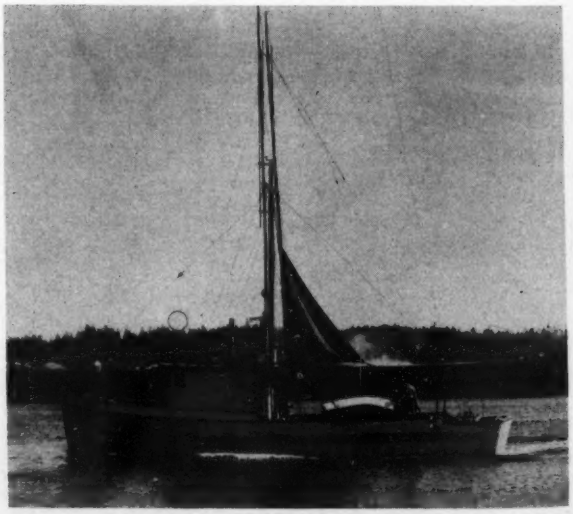
New Albacore Grounds Located

The Fish & Wildlife Service research ship *John R. Manning* returned to Pearl Harbor September 10 from a 6,000-mile exploratory albacore fishing cruise. The purpose of this voyage, which began July 15, was to study the distribution and abundance of the albacore throughout the vast stretch of open ocean east of Hawaii and on into the coastal waters of California where the only important American fishery for this species is in full swing in the late Summer.

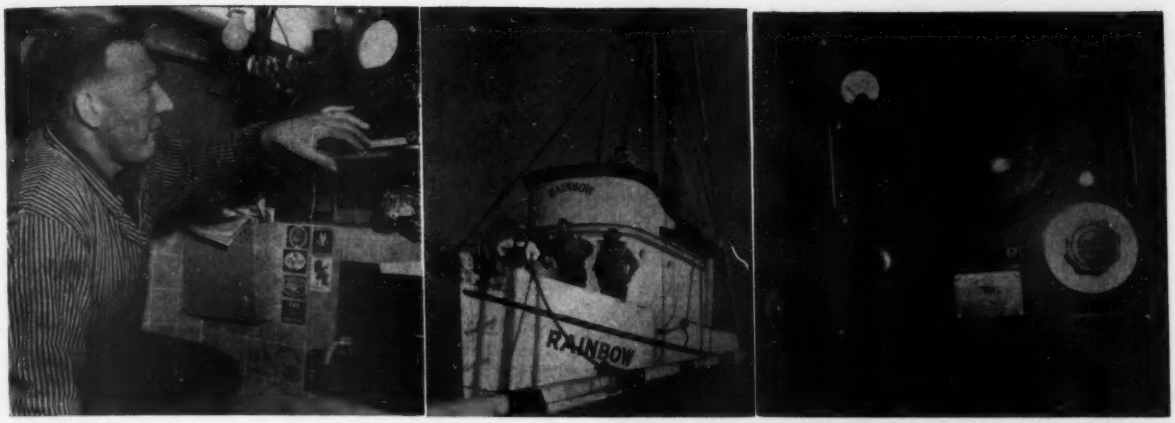
The results of the survey suggest that in addition to the albacore off the West Coast, there is, during the Summer, an important concentration of fish about 1,000 miles north of Honolulu. In this area vessels surveying for salmon took large numbers of albacore in gill nets, and hydrographic vessels took them on troll lines.

Sixty-three albacore were tagged on the *Manning* and released in the expectation that subsequent recaptures will give further insight into the migrations of these wide-ranging tuna.

The 130-ft. converted tuna clipper *Hugh M. Smith*, another research ship of the Fish & Wildlife Service, returned on August 28, successfully completing a 6-week



Capt. George Grishaber's 45' "Whisper" of Newport, Oregon, which fishes for crabs, salmon and tuna. She is powered with 6-71 General Motors Diesel which turns 5-blade, 40" Michigan propeller through 3:1 hydraulic gear. The vessel uses RPM lubricating oil and Wall rope, and is equipped with Wood Freeman automatic pilot and Kaar direction finder.



Richard Young (left) shown operating Loran in the cabin of his 58' drag boat "Rainbow" of Eureka, Calif.; center, Young with crewmen Arthur "Bus" Wilson, left, and Robert Niles on deck of "Rainbow", which is powered by a 120 hp. Caterpillar D13000 Diesel; and right, the Edo Fishscope, which is a new model designed for the West Coast. It has a range of 400 fathoms, rather than the normal 250 fathoms.

hydrographic and biological survey in the North Pacific, aimed at development of new fishing grounds for albacore tuna north of the Hawaiian Islands.

Steel Tuna Clipper Launched

The launching of the 127-ft. all-steel tuna clipper *Concho* was held on September 10 at the National Steel and Shipbuilding Corp., San Diego. Among those present were Kenneth J. Berglund, Breast-O'-Chicken Tuna, Inc., and Harold F. Cary, American Tuna Boat Assoc.

The vessel, to be skippered by Peter Giacalone, has a 30'6" beam, 14'6" depth and capacity of 340 tons of fish. The main engine is a Fairbanks-Morse 960 hp., 720 rpm., Model 38D8⅛, 6-cylinder, with a 3:1 reduction gear.

Auxiliary engine is a Murphy Diesel, Model #24, 6-cylinder, developing 191 hp. for continuous duty service at 1200 rpm. The generator is an Electric Machinery Mfg. Co. 125 kw., and the refrigeration plant has three Worthington ammonia compressors, each driven by a 30 hp. electric motor. A Sperry magnetic compass pilot provides automatic and manual steering.

Sardine Season Opens

San Pedro's fishing fleet was in no haste as October 1 and the opening day of the sardine season approached. Fishermen converted their tuna gear to sardine fishing, and wondered if the fish would appear this year.

On October 1 Monterey District of California received its first sardines for the new season which opened August 1, when 47 tons were sent by truck from Avila.

During late July the Department of Fish & Game conducted an airplane spotting cruise covering the inshore area from Pigeon Point in Central California to Newport Beach in Southern California, to determine the northward movement of the Pacific sardine and to determine the distribution and relative abundance of the northern anchovy. Three school groups of anchovies were observed in the area surveyed. One in Monterey Bay was concentrated in the northern end between Santa Cruz and Sunset Beach State Park.

The second school group was between Santa Barbara and Carpenteria, and consisted of at least 119 anchovy schools each ranging from 20 to 50 tons. The third group was in Santa Monica Bay, and consisted of approximately 210 schools, scattered out in four areas of concentration throughout the bay.

Only one school group of adult sardines was observed during the flight. This was located between Santa Barbara and Pt. Conception.

One school group of jack mackerel was observed off Pt. Vicente. This group had apparently recently moved into the area and was quickly located by the commercial fleet. Fifteen purse seine boats and three aerial spotters were active.

Japan Urged to Advertise Tuna

Japanese tuna industry leaders at Department of Commerce-sponsored meetings in Los Angeles September 7 and 8 were urged by San Pedro and San Diego boat owners to spend nearly four million dollars yearly to expand the sale of canned tuna in the United States. The proposal was made jointly by Dr. Wilbert M. Chapman, research director of the American Tuna Boat Assoc. of San Diego, and Mason Case, manager of the Fishermen's Cooperative Assoc. of San Pedro.

Charles Carry, executive director of the California Fish Canners Assoc., approved a Japanese suggestion that an American survey team travel to the Far East to study all phases of the Japanese tuna industry.

To Make Eel River Salmon Study

The Fish & Wildlife Service and Department of Fish & Game soon will launch on a large scale a cooperative study in the Eel River system. Purpose of the study is to determine the size of salmon and steelhead runs on each major tributary of the Eel River drainage; determine the amount of spawning gravel available under various flow conditions; and to test various types of gear and techniques which can be extended to other streams of the North Coast area.

"Crest" Has New Owner

A transfer in ownership of the salmon boat *Crest* was reported recently by the customs office in Eureka. Formerly owned by Lloyd Root of Crescent City, the boat now belongs to Thomas Failes of Arcata.

Eureka Landings Heavier

July fish landings in Eureka were slightly above those in June. The total catch was 1,507,000 lbs., compared to 1,442,300 recorded for June.

Salmon landings were higher—423,900 lbs. in July, as against 413,300 lbs. in June. The top three dragfish landings both months were Dover sole, followed by rockfish and petrale sole.

Tuna Clipper Sinks

The 160-ft. *Normandie* sank in 40 ft. of water a mile off San Diego September 17 while taking on bait. The tuna clipper was preparing to sail to South American waters. The entire crew of 17 escaped in two motorboats and two skiffs. Owners Joe Marques, skipper, and M. O. Medina, said efforts would be made to refloat the boat.

Morehead Named President of Canners Group

William C. Morehead has been elected president of the California Fish Canners Assoc., replacing Donald Loker. The election took place at the organization's annual meeting September 15 in Ojai, Calif.

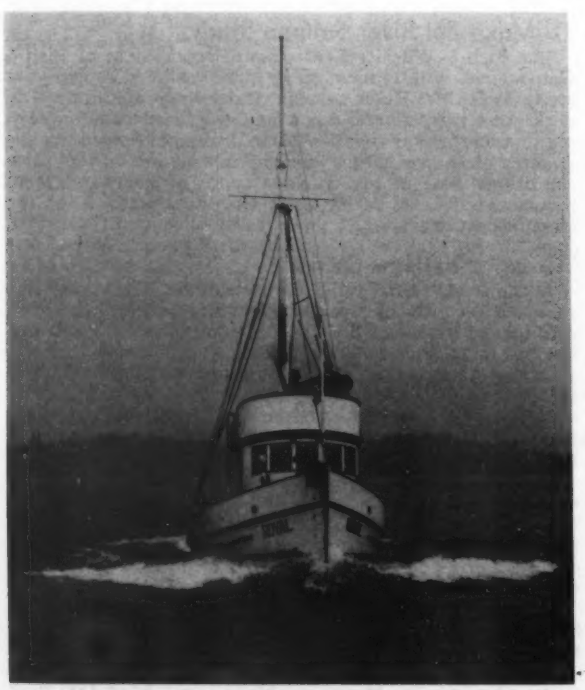
Washington Studying Pink Salmon Treaty Proposal

An advisory committee to assist in presenting Washington State's position in pink salmon treaty talks was appointed by Gov. Arthur B. Langlie. Robert J. Schoettler, Washington State Director of Fisheries, was named ex officio chairman of the group.

Appointed to the committee were Matt J. Svornich, Seattle Purse Seine Vessel Owners Assoc.; Carl A. Nelson, Mount Vernon, Puget Sound Gillnetters Assoc.; A. T. Lee, Seattle, Northwest Fisheries Assoc.; John S. Wilkinson, Seattle, Puget Sound Salmon Canners Assoc.; Jack F. Repanich, Seattle, Puget Sound Salmon Canners Assoc.; Jerry M. Anderson, Bellingham, Washington Reef Net Owners Assoc.; Joseph F. Jurich, Seattle, International Longshoremen's and Warehousemen's Union; Ken McLeod, Seattle, Washington State Sportsmen's Council; Harry J. McCool, Seattle, Fishermen's Cooperative Assoc.; Sen. Ted G. Peterson, Seattle; Rep. Chet King, Raymond; Norbert W. James, Marietta, Lummi Island Indian Tribal Council; and Dr. R. Van Cleve, Seattle, University of Washington School of Fisheries.

Alaska Fisheries Hearings

Hearings on Alaska commercial fisheries regulations for 1956 were scheduled to be held in Seattle October 19 through 21. Areas on the discussion calendar include Southeastern Alaska and Yakutat, Bristol Bay and Kotzebue-Yukon-Kuskokwim, Cook Inlet, Prince William Sound, Copper River, Bering Sea, Resurrection Bay, Kodiak, Alaska Peninsula and Chignik. The final day will be devoted to discussion of herring, crab and miscellaneous fisheries.



Every Spring, Capt. George Matthews leaves Seattle in his 55' x 15' x 8' purse seiner "Royal" and fishes salmon in Alaskan waters for three or four months, after which he returns to the Puget Sound area to fish for two months. The "Royal" is powered by a 200 hp. Model NHM-600 Cummins Diesel installed by North Coast Marine Engine & Equipment Co., Seattle, and swings 44 x 33½ three-blade wheel to give a top speed of 10.25 knots at 1800 rpm. The engine is coupled to the propeller through a 3.88:1 Capitol hydraulic HYC 7700 marine gear.

Studying Racial Origin of Salmon

Fish and Wildlife Service researchers are investigating a theory that "racial origin" of fish may be determined by blood types. The research vessel *John N. Cobb* pulled into Juneau, Alaska, September 17, after a three-month North Pacific voyage seeking an answer to this question. Aboard were Don Powell, North Pacific exploration chief, and Bob Ting, Seattle fish biologist.

Blood samples of red salmon caught during the cruise were sent to Seattle for laboratory study. Ting said if the theory holds good, a significant advance will be made in finding a technique for determination of specific racial origins of North Pacific salmon.

Halibut Week

The week of September 18 through September 24 was proclaimed "Halibut Week" in the North Pacific and Pacific Northwest areas by Gov. Arthur B. Langlie of Washington. Governor Langlie pointed out that the State of Washington is the main distribution center of halibut for the nationwide market.

Propose Salmon Nursery Zones

The Alaska Fishermen's Union has sent letters to all Washington Congressional representatives suggesting that the North Pacific Fisheries Commission set up "nursery zones" in the mid-Pacific, from which no nation could take salmon.

Seattle Landings for September

Production by the Seattle otter trawl fleet during September fell to 864,000 lbs., which was about 200,000 lbs. less than the previous month, and around 700,000 lbs. lower than the September, 1954 catch. Top variety was true cod, with 197,800 lbs., followed by ling cod, with 197,400 lbs. The catch was landed in 25 trips.

Seattle halibut landings were 608,000 lbs., compared to 506,900 lbs. last September, and 3,842,500 lbs. in August. The halibut boats also brought in 62,250 lbs. of rockfish, 720,500 lbs. sablefish and 2,300 lbs. ling cod.

Seek to Protect Salmon from Industrial Waste

Washington State Fisheries Department biologists and chemists are at work in their laboratories to protect migrating salmon from one of their greatest perils—pollution of waters caused by the growth of cities and industry. Three years ago more than 10,000 adult silver salmon on their way to the spawning grounds were killed by chemical wastes which had been poured into the Green River by a small industrial plant.

The Washington State chemists also are working on a special problem which plagues Columbia River fishermen. A slime mold caused by the growth of a fungus clogs the fishermen's gillnets, rendering the nets virtually useless for taking fish.

Meanwhile, the Pollution Commission has called upon the pulp companies in the area to initiate further means of centralizing or eliminating the disposal of wastes from their plants.

Miller Freeman, Sr.

The fisheries industry lost one of its foremost boosters when Miller Freeman, Sr. of Seattle died September 18. Mr. Freeman, 80, trade magazine publisher and fisheries authority, suffered a heart attack.

Mr. Freeman was known as the "Father of the University of Washington School of Fisheries," which he worked to establish. He was noted for his work in fisheries conservation, and was president of Miller Freeman Publications, which includes *Pacific Fisherman*.

Mr. Freeman played an important part in development of the North Pacific Fisheries Treaty, in which the United States, Canada and Japan participated. He was chairman of the Pacific Fisheries Conference, a federation of fishery organizations, and was an early advocate of fisheries research and International fisheries cooperation in conservation.

Florida Red Tide Research Contract Awarded

The University of Miami has been awarded a $60,000 contract for red tide research by the Florida State Cabinet Board of Administration. The $60,000 is half the money appropriated by the 1955 Legislature for red tide research during the biennium. Conservation Director Ernest Mitts said the Department decided on only a one-year contract because studies of the red tide may have progressed enough by next year to allow the state to cut down spending on research.

The Dept. of Conservation was authorized to rent a laboratory at St. Petersburg and spend $15,000 this year doing its own research work. Mitts said that if the studies by State personnel prove successful, the Department next year may be ready to expand the laboratory and do its own research on red tide and other projects.

New Statistical Office at Fort Myers

A statistical office for the collection of fishery data has been opened at Fort Myers by the Fish & Wildlife Service. Lloyd E. Johnson will be in charge, and the office will release detailed statistics on the shrimp fishery as well as data on employment in the fisheries, number of craft and quantity of gear operated, and the catch.

Get Relief from Mullet Measuring Law

Florida's East Coast fishermen, hard hit by a new mullet measuring law passed by the 1955 Legislature, were given relief recently by the Cabinet Board of Conservation. The Cabinet relaxed the new rule until next June 30, in order that a study of the seasonal variations in the size of mullet can be made.

Formerly, mullet were measured from the tip of the nose to the tip of the tail in determining the legal 12-inch catch. The new law changed the method to require measurement from the nose to the fork of the tail. But Conservation Director Ernest Mitts said mullet on the East Coast this season were unusually small, and the new rules caused the catch to drop by 90 percent.

New Crab Meat Plant Operating

Cedar Key Seafoods began operation of its new plant last month, for the preparation of crab meat. The firm is a subsidiary of Milbourne Oyster Co. of Crisfield, Md.

William Maddox, manager of the new plant, said that when production is in full swing the plant should offer employment to about 40 pickers. Maddox hopes to be able to process 10,000 pounds of crabs daily.

Capt. Joseph Tringali's 68' x 18' shrimper "Dixie Queen" of Fernandina Beach, Fla. She was constructed by Tiliakos Boat Building Co. of Fernandina Beach, and is finished with Pettit Old Salem yacht white. Her power plant is a General Motors Diesel with Columbian propeller, shaft, and stuffing box, and Goodrich Cutless bearing. Navigation equipment includes Metal Marine pilot, Raytheon "Fathometer" depth sounder and 100-watt Apelco radiotelephone.

Governor Christian A. Herter (left) takes the wheel as he proclaims the week of October 3-8 as Massachusetts Fish Week, in cooperation with National Fish Week. Others with the Governor, from left to right, are: John F. Linehan, New Bedford Seafood Producers Association; Francis W. Sargent, director of the Massachusetts Division of Marine Fisheries; Frederick M. Bundy, Gloucester Fisheries Association; James S. Carlson, Massachusetts Fisheries Association, Boston.

Massachusetts Research Craft Makes Deep-water Perch Hauls

The research vessel *Delaware* returned to East Boston on September 15, having completed a 15-day cruise in North Atlantic waters exploring the groundfish resources at the edge of the Continental Shelf, in waters deeper than are ordinarily fished by New England trawlers.

Operations were conducted in depths between 100 and 500 fathoms. Five catches of ocean perch greater than 10,000 lbs. per 1-hour drag were made out of 35 such drags. Depth of these excellent catches averaged 250-300 fathoms.

The *Delaware* was scheduled to leave September 26 on a 12-day cruise to study the rate at which groundfish catches can be brine frozen, under commercial operating conditions.

Best Days at Fish Pier

During September vessels arriving at the Fish Pier brought in more than 1,000,000 pounds of fish on three different days. On the 6th, a fleet of 24 arrived with 1,262,100 lbs.; on the 12th, 18 vessels arrived with 1,062,700 lbs.; and on the 19th, 24 vessels brought in 1,091,300 lbs.

"Albatross III" Experiments with Mesh Size

The Fish & Wildlife Service research vessel *Albatross III* docked at Woods Hole on September 2 after a 12-day research project in North Atlantic waters, during which experiments were conducted in mesh sizes for ocean perch. John R. Clark of North Falmouth headed the scientific party.

The next cruise of the *Albatross* ended on the 16th after a nine-day trip to the Gulf of Maine and Georges Bank to conduct studies of zero-ring and older demersal fish, and to undertake special whiting studies. Zero-ring haddock were found in abundance throughout the Gulf of Maine, on Browns Bank and in the South Channel. No zero-ring haddock were found on Georges Shoals. Zero-ring whiting were found principally at shoal water stations along the western side of the Gulf of Maine.

Trap fisherman Horace Lamothe, left, with Adam Rupkus of Rupkus and Goulart Fish Co., Barnstable, Mass., standing in front of 40' x 12' scow, built by Blount Marine Corp., Warren, R. I. This is said to be first steel scow on Cape Cod. It will be used in trap fishing operations to set poles under jet water pressure and to pull poles with a winch.

Steel Trap Net Fishing Scow Designed for Easy Haul-out

Rupkus and Goulart Fish Co., Barnstable, Mass., has a 40' x 12' x 44" steel trap net scow which is strong enough to be pulled in and out of the water by a bulldozer, without any special blocking. Designed and built by Blount Marine Corp., Warren, R. I., the scow is constructed of ¼" steel plate throughout, has three compartments, and is framed with angles. The boat is watertight top, bottom and sides. It is much lighter than a wooden scow, and draws only about 10".

The scow is preserved inside with Texaco Float Coat, a substance which deposits a heavy oily film that adheres to the inside of the hull, thereby preventing corrosion. The exterior is protected by two coats of oil-resisting asphalt.

Marbury, New Architect for Blount

Fendall Marbury, Jr. has taken over the duties of Naval Architect for Blount Marine Corp. Mr. Marbury is a graduate of Webb Institute, holds a Master's Degree in Naval Architecture from M. I. T., and has just completed an overseas fellowship at the Netherlands Ship Model Basin in Holland. He has had experience in the St. Louis Shipbuilding & Steel Co. and in the U. S. Navy as an engineering duty officer.

The Blount firm also has a new purchasing agent and comptroller, Alexander D. Brown, who has been engaged in plywood and equipment fields during last 12 years.

South Carolina Laboratory Is Studying Croakers

Reporting on the findings of a two-year shrimp survey, G. Robert Lunz, director of Bears Bluff Marine Laboratories at Wadmalaw Island, stated that evidence points to departure of locally-spawned croaker from South Carolina waters when about a year old, or when five and a half to six inches long. Mr. Lunz said that scientists would like to know whether sports fishermen are catching big croaker on handlines in South Carolina waters.

Noting the lack of historical records due to the little biological research into marine fisheries of South Carolina before 1945, Mr. Lunz said they could only guess what the absence of legal size croaker in their trawler catches indicates. It may be that bigger croaker don't feed on the bottom with shrimp and crab, or it may mean that they prefer other bottoms, or that they migrate northward.

Maryland Oystermen Expect Increased Production

Somerset County's oyster season officially opened on September 15, and some packing houses have had oysters since the first of the month, getting them from other areas. Watermen report that it would be conservative to say that the 1955-56 oyster season holds great promise, both for the production and quality of oysters. It is pointed out that, with a favorable Winter, a production above 3,500,000 bushels can be looked for. That would be a sizeable increase over last season's 3,100,000 bushels.

Samples of oysters so far have been good. The oysters are in fine shape, and they apparently have not been hurt by the storms.

Early this month oysters were reported to be somewhat scarce in Pocomoke Sound tonging areas, but catches were said to be much better in upper Annamessex River and in Manokin River. Shell stock was bringing from $2.25 to $3.00, depending on quality.

The tonging season opened on the Eastern Shore tidewater counties September 1, and between 60 and 75 boats worked the Kent Narrows area. About a dozen boats are operating out of Oxford and Bellevue in Talbot County, and a little further south, in Dorchester County, an estimated 15 boats from Secretary tried the Choptank River beds. Thirty-five boats are operating out of Cambridge.

Preparing for Dredging Season

Maryland's oyster dredging season gets under way on November 1, and watermen are getting their boats and equipment ready for the anticipated big hauls of shell stock in Chesapeake Bay dredging areas. Dredge manufacturers have been working overtime in order to meet the demand.

Because oyster production is increasing in Maryland each year, and because both tongers and dredgers are profiting more thereby, it is considered almost certain that in another few years many more people will be engaged in taking oysters. In several cases, men who haven't dredged for oysters for several years are going back into the business again this season.

Crabs Still Plentiful

After being very scarce all Spring and early Summer, crabs began to show up in normal supply in August and were still plentiful last month. The crab season continues until November 30, but by that time most watermen will have left trot lines and crab pots for tongs or dredge boats.

The "Helen", 42' x 11' gill-netter owned by Capt. Earl Abey of East New Market, Md. She uses Gulf lubricating oil, is finished with International paint, and is equipped with 100 hp. gasoline engine, 15 x 10 Columbian propeller, Exide batteries, Linen Thread Co. Gold Medal nets and Danforth anchor.

The Engineer's Report

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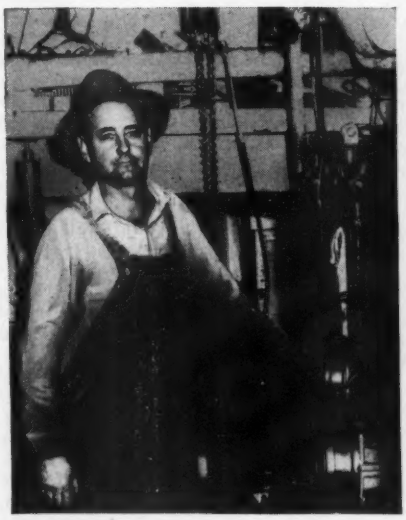

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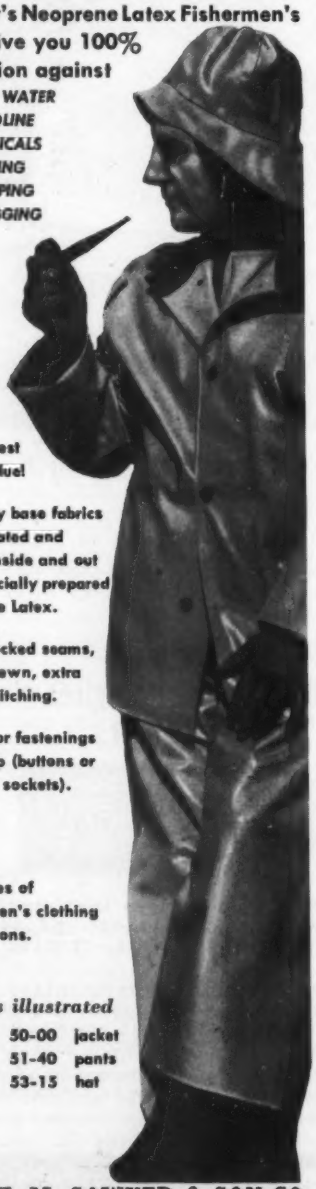

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Louisiana River Closing Protested by Fishermen

Some 300 persons from Morgan City attended the hearing held in Plaquemine recently to review a problem in connection with dredging another section of the Atchafalaya River. Protests by fishermen regarding the closing of upper Grand River and Big Tensas Bayou within the Atchafalaya floodway were aired.

Col. W. A. Lewis of the Army Engineers, who presided, outlined Army plans to close the streams and provide a definite channel for the lower Atchafalaya floodway. Silting could make it impossible for the engineers to build guide levees high enough to hold off a major flood unless the channel is set up, Lewis said.

He said the smaller streams in the lower Atchafalaya basin bleed off pressure from the main channel and make silting possible. In the past 10 years, Lewis stated, the ground level has risen as much as 10 feet in some areas and three to five feet across the basin due to silting.

T. B. Ford, a biologist for the Wild Life and Fisheries Commission, said commercial fishing in the area would be severely affected if the upper Grand River were closed.

To Report on Weather

Pending arrangements for a special ship, the Weather Bureau is planning to station men on merchant ships in the Gulf to report daily on surface and upper air conditions. These reports are expected to be helpful in forecasting hurricanes and major storms.

The Weather Bureau operates no ships. The stationary stations in the Atlantic Ocean are on Coast Guard ships. As each ship has to be relieved every 21 days, each station requires two ships. Nothing can be done about acquiring and equipping vessels suitable for use as a stationary weather station until Congress appropriates money.

New Statistical Office

A statistical office has been opened at Houma by the Fish & Wildlife Service. Activities will include the collection of data on employment in the fisheries, number of craft and quantity of gear operated, catch of fish products, etc.

O'Neil J. Engeron will be in charge of the new office.

Affiliate with Institute

The Louisiana Oyster Dealers and Growers Association has become affiliated with the Oyster Institute of North America. A further drive for new members is planned by the Oyster Institute.

Fall Shrimp Pack Down

Canned shrimp production during the first half of September continued to decline, and by the end of September the shrimp pack was estimated to be running 15 per cent behind 1954. Despite lagging production, shrimp were still in fair supply at reasonable prices, due in part to the unusually heavy production which took place during the latter part of June.

Connecticut Postpones Oyster Season

The Connecticut Shell Fish Commission has postponed opening of the natural oyster beds to dredging at least until October 15. The action was taken at the suggestion of the Milford Fish & Wildlife Service laboratory, which pointed out that the spat, which set late in August and early in September, would be too small to withstand dredging if the beds were opened to the public as usual on September 20. It was said that the oysters would still be of almost microscopic size in September, and that dredging would result in the death of millions of young oysters and deprive the industry of thousands of bushels of potential seed.

Oyster setting was extremely heavy in the Bridgeport area between August 29 and September 2. During the next period, September 2-6, it somewhat decreased in intensity but still remained very heavy. At the same time, Station 3, located in 30 feet of water in the Milford area, also had a good set.

This year the heaviest part of the oyster setting occurred during the last week of August and the first week of September. Thus this spat has only six to eight weeks to grow before facing the adverse conditions persisting during late Fall and Winter. Nevertheless, the histories of such late sets show that the spat may survive well, provided that they are not seriously handicapped by severe storms or unusually long, cold Winters.

Dragger to Join Fleet

The fishing dragger *Lieut. Thomas Minor*, purchased recently at Greenport, L. I., by Antonio Longo, operator of Longo's Dock in Stonington, will be joining the fleet soon.

Capt. Luke Cahoon will skipper the boat for the Stonington dock owner. Extensive renovation work has been carried out to put the dragger in shape to go to the fishing grounds.

Fish Landings Down

Hurricane scares and generally bad weather kept fish returns in Stonington at their lowest ebb in several months during September. Only 237,700 lbs. of fish were landed at Stonington's two docks during the month, as compared to nearly a half million the previous month.

Virginia Laboratory Expands Oyster Drill Research

An accelerated program of scientific research on oyster drills has commenced with the addition of Dr. William J. Hargis, Jr. to the staff of the Virginia Fisheries Laboratory at Gloucester Point. Among the questions for which Dr. Hargis hopes to supply the answers are: How long do drills live? How fast do they grow? What is their death rate? What causes death? What are their natural enemies? And what factors of their environment are favorable, and what factors are harmful to their survival?

One of the most baffling problems is to discover a method of counting the number of drills on a plot of oyster ground. The method must be one that oystermen can apply on a practical basis to their own grounds.

Little is known at present about the migrations and movements of screw-borers. The sudden destruction of newly-planted seed oysters and spat on some grounds suggests an equally-sudden arrival of drills from elsewhere.

Oyster Planters Seek Loans

Several Rappahannock River oyster planters met on September 21 at Warsaw with representatives of the Federal Civil Defense Administration, to acquaint them with the economic situation among the planters due to their severe oyster losses following the August hurricanes. The Administration's recommendation on Gov. Stanley's request that a four-county Rappahannock River area be declared eligible for long-term loans was to be forwarded to Washington.

The Governor said the Rappahannock River Oyster Planters Assoc. estimated the total value of oysters killed in the area following the two hurricanes in August was about $2,370,000. More than three-fourths of the total loss was suffered by private planters.

Examination of the major rocks in the seed area showed that excessive deaths occurred only in Deepwater Shoal. Seed oysters on Wreck Shoal and other important bars have survived and appear to be in good condition. Scientists reported that oystermen could reseed their oyster beds in comparative safety by the first of this month.

Crabbing Season Successful

The crabbing season for peeler crabs was drawing to a close early this month, and by the second week in the month the seven crab houses in Tangier Lagoon were expected to have started cleaning up to end the season. For them it has been a prosperous one.

The catching of hard crabs will continue somewhat longer—till the middle of December, if the weather stays mild. At present big runs of hard crabs are coming into Tangier Sound, and the potters and trotliners are making good catches.

Gill-netting Best in Many Years

According to reports, this Fall has been the best in many years for gilling in Cod Harbor at the Southern end of Tangier Island and in the mouth of the Great Wicomico. In Cod Harbor, five gillers are making big catches. Some of them have caught as many as 500 spot a night. The fish weigh from 9 ounces to 16 each. The Wicomico gillers from Tangier have caught as many as 1000 Norfolk spot to the boat.

Hampton Roads Area Landings

During the month of September trawlers in the Hampton Roads area brought in 493,400 lbs. of fish, an increase of 323,400 pounds over last month's receipts. Pound net landings amounted to 1,307,900, a gain of 288,700 pounds over last month's production. Leading variety in pound net catches again was the croaker, with 434,600 pounds, followed by spot, with 377,900 pounds.

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RCA Radiomarine

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Saves You Time

Whether you are spotting time-tested fishing banks or determining the fastest course for your ship, Radiomarine Loran (Model LR-8803) cuts your running time to the barest minimum. Fast, accurate fixes speed your ship by determining your location . . . maintaining your course. And it operates in all weather . . . foul or fair.

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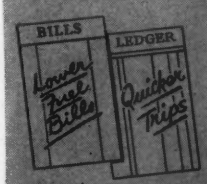

With Radiomarine Loran you can take advantage of favorable ocean currents that conserve your fuel. Quick positioning in any weather means cutting trip time . . . eliminating costly delays. And for fishing men, Radiomarine Loran helps you find the most profitable fishing banks quicker, indicates when you arrive, and helps keep you directly on your fishing position at all times.

Saves You Effort

Direct reading . . . calculates automatically. Simplifies pin-pointing your position on Loran charts. Recessed scope and dial make day or night reading quick and easy. Whether you are on a fishing boat, tanker, cargo ship or luxury liner, steer your course to greater profits with Radiomarine Loran.

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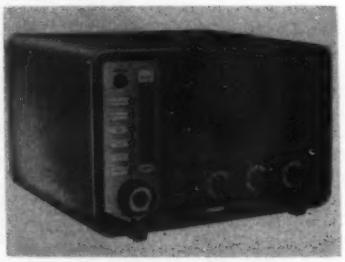
EQUIPMENT and SUPPLY NEWS

Apelco Offers New Radiotelephone



New Apelco 45-watt radiotelephone.

Applied Electronics Co., Inc., 1246 Folsom St., San Francisco 3, Calif., has announced its new Model AE-42 marine radiotelephone which has power input rating of 45 watts and provides six crystal-controlled transmitting and receiving channels between 2000 and 6000 kilocycles. Tunable, standard broadcast band and Apelco signal gate for muted standby are other receiver features.

Overall dimensions of the new Apelco telephone have been optimized to provide the compactness essential where mounting space is limited. The unit is housed in a sturdy, rounded corner cabinet of heavy gauge metal, has an overall height of less than 9". The contrasting two-tone finish on panel and cabinet is complemented by a speaker grill finished in satin chrome.

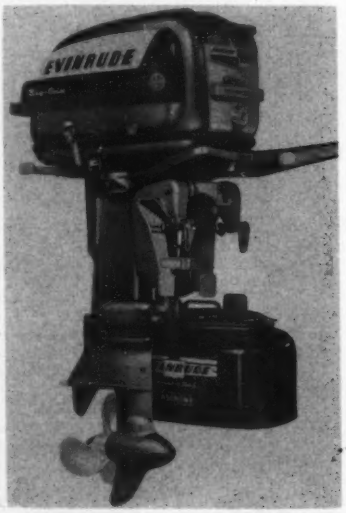
Controls are held to a minimum for ease of operation by non-technical personnel, and each equipment has provisions for remote control which may be added subsequently. The chassis of the instrument is supported by interior railings, and may be slid forward while still supported by the cabinet. The removable speaker grill exposes technicians' adjustments and meter circuitry. Additional adjustments, as coil taps, are located on the top face of the chassis.

The compact, heavy-duty power supplies for the AE-42 telephone are separate units for maximum utilization of available mounting space. Six, 12 or 32 volt DC supplies are available standards, while 115 volt AC or 115 volt DC are special order options.

Evinrude Introduces Six New Outboards

Evinrude Motors, Milwaukee, Wis., has introduced a nine-motor line for 1956. These outboards range from 3 to 30 hp., and represent an addition of six new models over Evinrude's 1955 line.

Three of Evinrude's newcomers are 30 hp. models, which supplant the company's former 25 hp. units. The 30's are the deluxe, electric-starting Lark, highly-stylized and finished in two-tone blue-greys with red and chrome trim; a 30 hp. electric starting Big Twin; and a 30 hp. standard-starting Big Twin.



Evinrude's 30 hp. Big Twin, which is available in electric-starting and standard models.

Three other new additions marketed by Evinrude for 1956 include an electric-starting 15 hp. Fastwin, a 10 hp. Sportwin and a 5.5 hp. Fisherman. Retained for 1956 are the standard-starting 15 hp. Fastwin, the 7.5 hp. Fleetwin and the 3 hp. Lightwin.

Consumption of fuel in the 30 hp. models has been cut sharply through the use of a new "cruise throttle". This throttle, a completely redesigned cam, reduces fuel consumption by as much as 20 percent when the motors are run at less than full throttle. At cruising speeds, Evinrude's 30 hp. units consume less fuel than did the former 25 hp. motors. A new low-speed throttle adjustment also has been incorporated in the 30 hp. units, being designed to provide continuous, even operation and to prevent stalling while idling or trolling.

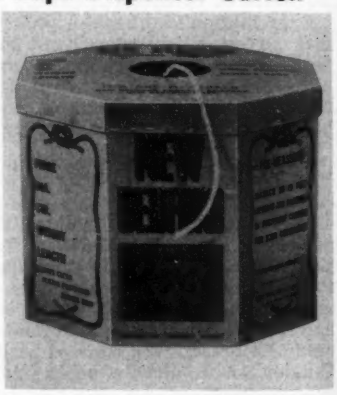
A newly-designed internal starter pulley, eliptical instead of round in shape, permits up to 40 percent easier pulling on the starter cord of Evinrude's hand-starting motors in the 3 to 15 hp. range. A lighter and more compact starter has been developed for the electric 15 hp. Fastwin and 30 hp. Big Twin and Lark motors, assuring faster starts without additional power drain.

The Aquasonic principle of motor silencing has been extended to all 1956 motors except the 3 hp. Lightwin. Evinrude's rotating speed control, mounted on the end of the steering handle, permits steering and speed control in a single combined operation. This control is included on all new models except the Lightwin and the two electric-starting 30 hp. motors. For the latter it is optional equipment.

Remote controls, available for all models except the Lightwin, permit motor operation from any position in the boat. The "remotes" are easily installed in single or twin combinations.

Patent Granted on Rope Dispenser Carton

New Bedford Cordage Co., New Bedford, Mass., recently was granted a U. S. Patent on a multi-purpose display carton for hard fiber ropes. The carton serves as a sealed shipping and storing container; then, by simply removing a perforated section, it becomes a self-dispensing floor display. Each carton holds full or half coils of New Bedford "premeasured" rope, marked every 10' for fast, accurate handling.



Rope dispenser carton patented by New Bedford Cordage Co.

Designed for use on the main selling floor, the cartons are octangular for practical display use in a minimum of space. Rope is kept clean and snarl-free down to the last length. Each carton is clearly marked to identify the size and quantity of rope and is color coded to distinguish manila from sisal.

Edo Observes Thirtieth Anniversary

The Edo Corporation, electronics manufacturer of College Point, N. Y., observed the thirtieth anniversary of its founding on September 29. Earl D. Osborn, who founded and gave his initials to the firm back in 1925, is still active as Chairman of the Board. The original Edo site, on Flushing Bay, Long Island, has been expanded greatly over the years.

Edo was a pioneer in the development of sonar—underwater sound—and builds many complex sonar systems for

shipboard installation by the U. S. Navy. Simplification of intricate electric circuitry has become an Edo specialty, and has permitted the firm to produce a line of survey depth recorders, deep depth sounders and Fishscopes that are relatively light in weight and low in cost. Design simplification also has made Edo's two marine navigation aids, Edo radar and Edo Loran, uniquely fitted for use on small as well as large vessels.

Canadian Marconi Co., Ltd. of Montreal is Canadian distributor for Edo marine electronic products.

Rear Admiral John G. Johns, U.S.N. (Ret.), who has been appointed manager of Enterprise Engine and Machinery Company's Washington, D. C. engineering office. Admiral Johns is a graduate of U. S. Naval Academy and served in all ranks during 34 years of active service. He spent 19 years as a submariner, acquiring an extensive knowledge of many types of Diesel engines. Johns is a graduate of the Industrial College of the Armed Forces, and served on the Munitions Board during the Korean War as chief of the Office of Priorities and Controls.

Byron Jackson Now Division of Borg-Warner

Byron Jackson Co., P. O. Box 2017, Terminal Annex, Los Angeles 54, Calif., manufacturer of BJ water lubricated marine bearings, has become the Byron Jackson Division of Borg-Warner Corp. Byron Jackson's president, E. S. Dulin, has been named president of the new Division of Borg-Warner, and all other Byron Jackson officers have been appointed as officers of the Division.

Curtis Named Universal Engine Distributor

Curtis Marine Co., Inc., 548-556 Front St., Norfolk, Va., has been appointed Universal marine engine distributor for Virginia and North Carolina. The Curtis Co. was founded in 1931 in Norfolk, and now operates a branch in Richmond, located at 1122 North Blvd. A full line of Universal engines and service parts will be available at both locations.

Dockside facilities are maintained by Curtis at Norfolk, and officers of the Company are: George H. Curtis, Jr., president; George H. Curtis, III, vice-president; Charles E. Snyder, Jr., secretary and treasurer.

Magnus 55 Cleans Fishing Boats

Material savings in the cleaning of fishing boats being reconditioned for a new season are claimed to be possible through the use of Magnus #55, produced by the Magnus Chemical Co. of Garwood, N. J. The fishing craft are first flushed off with a water hose, and then a 55P solution is applied with a brush or mop at a concentration of about 4 ounces per gallon of warm water. Very little brushing effort is required to remove all residual dirt, oil and stains, after which cleaned surfaces should be flushed off with water at tap temperature. Salt water also can be used.

Magnus 55P is claimed to be easy on the hands of operators, and is harmless to any good paint. It works to loosen dirts and dissolve and disperse them. The product has a definite disinfecting action, and leaves the areas cleaned with a fresh, clean odor.

Fish Net & Twine Has New Chicago Office

The Chicago sales office of The Fish Net & Twine Co. has been moved from Glenview, Ill. to 53 West Jackson Boulevard, Chicago 4, telephone Harrison 7-3266. John A. "Al" Mangerich is manager of this office.

The main office and manufacturing plant of the firm, which is headed by Walter F. Conklin, continues at 310 Bergen Avenue, Jersey City 5, N. J.

Raytheon Has New Portable Direction Finder

Raytheon "Lo-Loop" portable direction finder.

The new Model GM-114-B Raytheon "Lo-Loop" portable direction finder is said to be unusually sensitive. The redesigned speaker and output transformer are claimed to produce bell-like reception and add new safeguards against salt water corrosion.

Completely portable, this low-priced Raytheon direction-finding unit operates from either a self-contained battery or from an external 115 volt AC-DC power source. Reception on the Coast Guard beacon band provides a quick and accurate means of determining a vessel's position at sea. The instrument also is a dependable source for standard AM broadcasts and marine short-wave listening enjoyment.

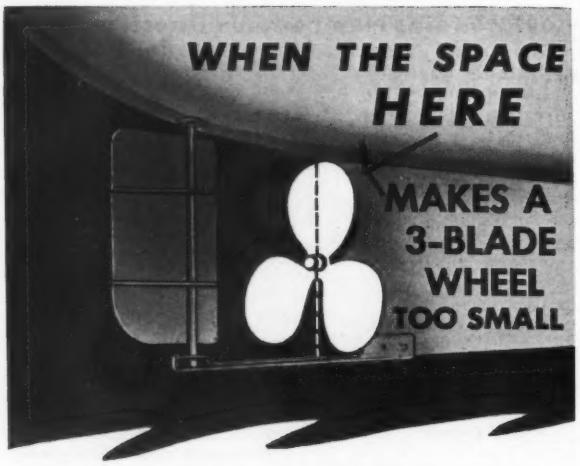
The direction-finding feature, a 2" high rotating "Lo-Loop", includes a compass scale to indicate the azimuth bearing of a beacon or transmitter. An accessory null meter, equipped with a standard plug, can be easily installed in any convenient viewing location. Combining this null meter with the rotation of the "Lo-Loop" provides a sharp definition of the true bearing for position charting or "riding the beacon home."

Capco-Matic Manufacturer Has New Plant

Cleveland Aero Products, Inc., whose Marine Division manufactures the Capco-Matic hydraulic reverse gear shifter, has moved from its former quarters at 113 St. Clair Avenue N. E., Cleveland, to a modern one-story plant at 13801 Triskett Rd. in Cleveland. Greater manufacturing capacity in the new plant will enable the firm to meet increased demands.

The Capco-Matic hydraulic reverse gear shifter is suitable for boats with Diesel or gasoline engines of 50 to 300 hp. It can be operated from one or more stations and provides easy, finger-tip control. Well adapted to commercial craft, the device not only eliminates shifting difficulty, but is claimed to promote greater maneuverability and control with consequent efficiency and safety.

Joe Thompson, owner of two Caterpillar-powered shrimp boats in Key West, Fla., stops by the Shelley Tractor & Equipment Co. shop to pick up parts for his engines. Shown at right is Shelley serviceman, Louis Fradette and, center, Shelley branch manager Charles Clark. Florida is served by two Caterpillar dealers having a total of five service and parts outlets. Besides its recently-opened Key West establishment, Shelley Tractor has headquarters at Miami, while Gibbs, Inc., maintains shops at Jacksonville, Fort Myers and Tampa. A radio ship-to-shore call to one of these service and parts outlets will bring a service truck, equipped with complete repair facilities, to the dock.



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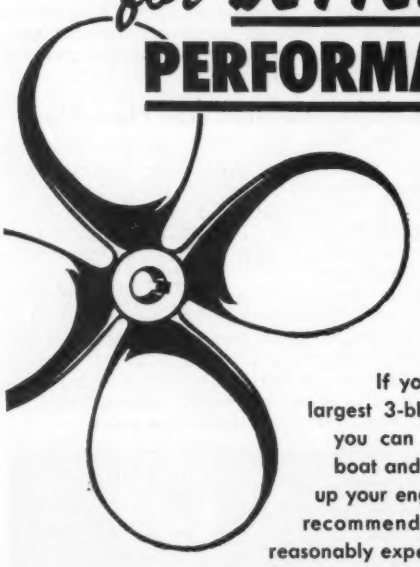
for BETTER
PERFORMANCE!



DIAMETERS
34" to 60"
In bronze or cast steel. Write for price list.

If you are using the largest 3-blade wheel that you can mount on your boat and still have to rev up your engine beyond the recommended RPM to get reasonably expected speed and power, switch to a FEDERAL "POWER THRUST". This wheel has approximately 33⅓% more blade area than the conventional 3-blade or 5-blade wheel of equal diameter and is the perfect answer to providing maximum power and thrust at recommended engine RPM on vessels having limited propeller clearance. See your FEDERAL DEALER or write to us for free "PROPELLER ANALYSIS FORM" and let our engineers recommend the right wheel to match your hull and engine. There's no obligation whatever, and the results will repay you many times in better performance and savings in fuel and engine wear.

FEDERAL PROPELLERS GRAND RAPIDS 3, MICHIGAN

Albacore Fishery Moves

(Continued from page 17)

sardines or anchovies, is loaded. Depending on economic factors, fishermen will either capture all of their own bait or will purchase it from live bait fishermen before departing, and subsequently additional bait on the Baja California bait grounds.

The larger boats locate albacore schools primarily by trolling lures through the water. When a fish strikes, the vessel is immediately stopped and a steady stream of live bait chum is thrown overboard to attract the school. Meanwhile the trolling lines are secured and the fishermen start catching fish with live bait on hooks attached to hand lines or with artificial squids attached to conventional striker pole lines. As long as fishing is in progress live bait is continually tossed overboard to hold the school around the boat.

Fishery Starts in June

In exceptional years fish are caught from May through January. Typically, the fishery buds in June, develops very rapidly in July, is in full bloom by August and September, wanes during October and November and finally dies in December.

In general, since 1950, a small number of vessels commence scouting for albacore about the middle of June and usually succeed in catching a few fish from the early part of the run. By early July vessels operating from Los Angeles Harbor and San Diego have scouted the region fairly well from Southern Baja California to Point Conception and have located areas where concentrations of fish occur. Vessels subsequently leaving port troll out to these known areas of fish. Meanwhile, a number of vessels from Oregon and Washington, some of which have been fishing for salmon, start migrating Southward to participate in the albacore fishery. These vessels scout for albacore on the way down.

By the latter part of July areas of abundance of albacore are being heavily fished. At this time the fishing fleet will be concentrated in a few relatively small localities. In the evenings when the vessels turn on their lights to drift on the fishing grounds, a scene is created reminiscent of a large city at night. Among the boats in each fishing area there are always some more adventurous than others. They leave the fleet and scout different localities hoping to improve their luck.

During August and September when the fishery is well developed the schools of albacore appear to be spread out over most of the Southern fishing grounds and the fleet has resolved itself into smaller units to encompass these newly-located concentrations of fish. These units maintain radio contact with each other, and a frequent interchange of vessels between areas results. At all times there is a steady stream of loaded vessels departing from the fishing grounds and empty vessels returning to take their places.

As the season progresses the Southern areas become less productive and the bulk of this heterogeneous mass of incessantly moving, scouting, working, hoping, sweating fishermen moves Northward up the coast. By November the fish are scattered over a large area with small sporadic catches being made from Baja California to San Francisco. In December the majority of the fish are caught North of Point Conception.

Atlantic States Commission to Meet

The 14th annual meeting of the Atlantic States Marine Fisheries Commission will be held at the Cavalier Hotel, Virginia Beach, Va., on November 14 and 15. The Commission will explore all aspects of blue crab shortages in the Chesapeake and other Atlantic waters, including the need for possible improvement in interstate conservation.

BOAT CATCHES

For Month of September

Hailing fares. Figure after name indicates number of trips.

BOSTON

Acme (7)	59,800	Michigan (2)	282,000
Addie Mae (8)	48,100	Morning Star (4)	140,600
Agatha (3)	164,500	Mother Frances (3)	132,800
Agatha & Patricia (3)	91,200		
Alphonso (2)	9,400	Nancy B. (2)	55,200
Angie & Florence (2)	59,900	Nautilus (3)	136,000
Annie & Lucy (5)	44,600	New Star (3)	239,500
Arlington (3)	417,800	Notre Dame (4)	200,300
Baby Rose (3)	159,700	Ocean Clipper (4)	208,900
Bay (2)	233,800	Ocean Wave (3)	111,200
Bonnie (2)	221,000	Ohio (3)	250,700
Bonnie Breaker (2)	184,000	Olympia (4)	105,900
Bonnie Breeze (2)	249,100	Olympia La Rosa (4)	165,500
Brighton (1)	100,000		
Buzz & Billy (3)	121,900	Pam Ann (2)	206,700
		Patty Jean (3)	411,500
Cambridge (2)	279,500	Phantom (2)	235,500
Carmela Maria (4)	70,000	Princess (1)	16,700
Carol-Jean (5)	153,900	Puritan (2)	96,900
Catherine B. (1)	6,100		
Cigar Joe (1)	26,800	Racer (2)	270,900
Comet (3)	210,600	Red Jacket (2)	352,600
		Roma (4)	36,400
Dolphin (2)	57,400	Rosa B. (3)	308,200
Doris F. Amero (3)	131,200	Rosalie D. Morse (3)	294,500
		Rose Mary (2)	23,400
Edith L. Boudreau (1)	35,700	Rosie (9)	68,900
Elizabeth B. (2)	164,500	Rush (2)	201,000
Flying Cloud (3)	499,200	St. Anna (1)	5,900
Four (1)	60,500	St. Joseph (4)	164,800
		St. Peter (1)	29,200
Geraldine & Phyllis (3)	194,800	St. Peter II (1)	23,100
		St. Victoria (3)	133,500
Jane B. (2)	180,500	San Calogero (3)	57,000
J. B. Junior (3)	338,700	Sant' Antonio II (1)	11,300
J. B. Junior II (6)	31,400	Santa Antonio (2)	28,200
Jennie & Lucia (2)	72,600	Santa Maria (4)	178,400
Joe D'Ambrosio (5)	18,800	Santa Rita (1)	22,200
Josephine F. (7)	49,700	Santa Rita II (5)	49,900
Josephine P. II (4)	110,400	Savoia (1)	8,000
		Star of the Sea (4)	146,900
Leonarda (2)	9,800	Swallow (2)	249,000
Leonard & Nancy (3)	122,700		
		Texas (3)	254,600
Magellan (4)	139,900	Thomas D. (4)	150,200
Malolo (3)	202,000	Tina B. (1)	33,700
Manuel F. Roderick (4)	275,000		
Maria Christina (1)	5,200	Vagabond (2)	111,500
Mary & Jennie (1)	2,800	Villanova (3)	109,000
Mary & Joan (3)	218,300		
M. C. Ballard (2)	142,600	Winchester (3)	383,200
Michael G. (4)	28,500	Wisconsin (3)	472,900

Swordfish Landings (No. of Fish)

Christine & Dan (2)	122

SEATTLE

Halibut Landings

Albatross (1)	16,000	Lindy (1)	46,000
Akutan (1)	50,000	Lloyd (1)	12,000
Angeles (1)	5,275		
Anne (1)	14,100	Maddock (2)	28,100
Atlantic (1)	20,000	Merit (1)	5,000
		Mermaid (1)	21,200
Bergen (2)	41,000		
Bernice (2)	25,100	Nightingale (1)	19,100
Bernice R. (1)	15,000	Nordby (1)	14,300
Billie Marie (1)	9,100	Nordic (1)	45,000
		Northern (1)	11,000
California (2)	22,300	Nova (2)	25,000
Chelsea (1)	35,000		
Christian S. (1)	16,000	Orbit (1)	10,000
Constitution (1)	19,200		
Coolidge (1)	17,000	Pacific (1)	33,000
		Pierce (1)	3,300
Eclipse (1)	17,000	Presho (1)	12,500
Eldorado (1)	38,000		
Empress (1)	2,300	Regina (1)	21,500
Ethel S. (2)	42,000		
		Seymour (1)	21,000
Faith II (2)	40,700	Shirley J. (2)	23,500
Forward (2)	31,000	Sonja (2)	46,500
Freya (2)	33,100	Swift II (1)	11,700
		Sylvia (2)	53,000
Havana (1)	45,000		
		Thor (1)	46,000
Inez M. (2)	43,800	Traveler (1)	24,000
		Trinity (1)	25,000
Jane (2)	34,100		
		Urania (1)	19,000
Kodiak (1)	40,000		
		Yakutat (1)	42,000
Lane (1)	16,300	Yukon (2)	40,500
Leviathan (1)	10,400		

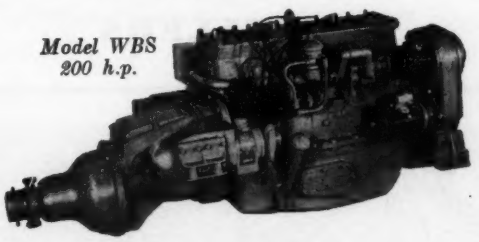
CHRIS-CRAFT MARINE ENGINES

power fishing boats by the hundreds

Dick Taylor aboard a Chris-Craft-powered fishing boat.

Dick Taylor, Yard Superintendent of Bryant's Marina, Seattle, Wash., an authority on commercial boats and marine engines, says: "Within the past two years, we have installed several hundred Chris-Craft Marine Engines in commercial fishing vessels. These boats operate throughout Alaska and the Arctic Sea. Chris-Craft engine performance has been outstanding. Maintenance and operating costs have been at a minimum, and the fishermen who use Chris-Craft engines are *convinced* of their dependability!"

Model WBS
200 h.p.



World's best buys in marine engines for commercial fishing, work or fun!

Horsepower for horsepower, you can't buy a better marine engine than a compact, power-packed Chris-Craft. *Records prove it!* For smooth, dependable power and more years of hard use at low upkeep cost, choose Chris-Craft yourself. Priced from $685, f.o.b. factory (subject to change without notice), Chris-Craft Marine Engines are available in 60, 95, 105, 120, 131, 130, 145, 158 and 200 h.p., with reduction drives, opposite rotation and *Chris-O-Matic* (exclusive automatic clutch controls) for most models. See your Chris-Craft Dealer or mail coupon for catalog today!

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WORLD'S LARGEST BUILDERS OF MOTOR BOATS

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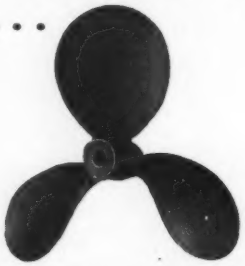

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HYDE WINDLASS COMPANY

BATH, MAINE

HYDE

PROPELLERS

PFLUEGER

HOOKS

Consistent Quality

★ SHARP POINTS

★ LONGER RUST RESISTANCE

★ UNIFORM TEMPER

★ UNION MADE IN U.S.A.

THE ENTERPRISE MANUFACTURING CO., AKRON 9, OHIO

PFLUEGER (Pronounced "Flew-ger")

A GREAT NAME IN TACKLE

ROCKLAND, MAINE

Andarte (2)	123,000	Helen Mae II (3)	139,000
Araho (2)	177,000	John J. Nagle (1)	150,000
Calm (2)	560,000	Storm (2)	475,000
Crest (2)	490,000	Surf (2)	390,000
Dorothy & Betty II (2)	43,500	Wave (2)	440,000
Drift (2)	585,000		

Scallop Landings (Lbs.)

Jeanne D'Arc (2)	22,000	Rhode Island (1)	11,000
Pocahontas (1)	11,000		

STONINGTON, CONN.

America (3)	3,500	Lisboa (3)	7,500
Averio (5)	1,800	Marise (12)	8,900
Bette Ann (10)	19,500	Mary H. (12)	5,000
Carolyn & Gary (10)	24,600	Old Mystic (11)	20,000
Connie M. (10)	17,000	Rita (1)	2,900
Fairweather (16)	39,500	Theresa (2)	8,300
Five Sisters (10)	14,800	William B. (12)	30,700
Irene & Walter (14)	20,600	William D. (2)	7,700
Jane Dore (9)	5,400		

GLOUCESTER, MASS.

Admiral (2)	200,000	Maine (2)	545,000
Alden (1)	12,000	Manuel P. Domingoes (2)	320,000
American Eagle (6)	218,000	Margaret Marie (8)	104,000
Anna Guarino (6)	37,000	Margie L. (6)	15,500
Anna Maria (1)	33,000	Maria Immaculata (10)	190,500
Ann & Marie (1)	9,000	Maris Stella (1)	170,000
Annie (9)	34,000	Mary (8)	67,500
Annie & Josie (5)	49,000	Mary Ann (7)	161,000
Anthony & Josephine (8)	15,500	Mary E. (4)	3,500
Atlantic (1)	82,000	Mary Jane (2)	330,000
		Mary Maria (1)	20,000
Billie B. (1)	20,000	Mary Rose (1)	150,000
Bonaventure (1)	110,000	Minkette I (4)	3,000
Bonnie Billow (2)	380,000	Mother Ann (1)	245,000
California (2)	150,000	Nancy & Maria (4)	33,500
Carlannsul (8)	31,500	Natale III (6)	199,500
Carlo & Vince (8)	131,000	No More (3)	2,500
Catherine B. (4)	271,000	North Sea (2)	365,000
Chanco (1)	125,000	Nova Luna (5)	22,000
Cherokee (3)	232,000		
Cigar Joe (4)	229,000	Ocean Life (1)	280,000
Clipper (2)	300,000	Ocean Spray (4)	285,000
Columbia (1)	170,000	Our Lady of Fatima (1)	220,000
Curlew (1)	160,000		
		Peggy Belle (2)	1,500
Dawn (9)	58,000	Pilgrim (2)	290,000
Dolphin (1)	63,000	Pioneer (12)	23,000
Dragnet (3)	211,500	P. K. Hunt (2)	245,000
		Ponce De Leon (11)	13,000
Eagle (2)	368,000	Priscilla (8)	12,000
Eddie & Lulu M. (8)	30,500	Providenza (4)	14,500
Edith L. Boudreau (1)	90,000	Puritan (1)	40,000
Eleanor May (1)	5,000		
Emily H. Brown (1)	190,000	Rodman Swift (4)	8,500
Estrela (2)	400,000	Rose & Lucy (7)	200,000
Etta K. (1)	40,000	Rosie & Grace (2)	25,000
Eva M. Martin (2)	1,500	Rosemarie (1)	5,000
Eva II (8)	40,500	Ruth E. (3)	6,500
Evelyn C. Brown (2)	565,000		
		St. Ann (1)	1,000
Falcon (11)	136,000	St. Anna Maria (5)	178,000
Figueira Da Foz (2)	260,000	St. Anthony (1)	150,000
Florence & Lee (1)	170,000	St. Cabrini (6)	294,500
Flow (2)	500,000	St. Francis (7)	139,500
Four (1)	190,000	St. John (3)	10,000
Frances R. (5)	54,500	St. Joseph (1)	20,000
Frankie & Jeanne (3)	4,500	St. Mary (9)	199,500
		St. Nicholas (2)	375,000
Gertrude (5)	5,000	St. Peter (3)	97,500
Giacoma (9)	32,000	St. Peter II (2)	320,000
Gladys L. (2)	6,000	St. Providenza (7)	55,500
Golden Eagle (2)	280,000	St. Rosalie (6)	262,500
		St. Stephen (5)	14,000
Hilda Garston (1)	200,000	St. Terese (7)	196,500
Holy Family (1)	170,000	St. Victoria (1)	5,000
Holy Name (6)	137,500	Salvatore & Grace (5)	370,000
		Santa Lucia (1)	4,000
Immaculate Conception (9)	192,500	Santo Antonio (1)	11,000
Irma Virginia (4)	13,500	Sea Hawk (1)	130,000
Isabelle J. II (6)	32,500	Sea Queen (2)	175,000
		Sebastiana C. (7)	394,000
Jackie B. (5)	115,000	Serafina N. (7)	172,500
Jackson & Arthur (7)	43,000	Serafina II (6)	61,000
Jennie & Lucia (1)	3,000	Sunlight (1)	175,000
Joseph & Lucia (2)	370,000	Sylvester F. Whalen (2)	310,000
Josie II (9)	103,000		
Judith Lee Rose (1)	310,000	Tina B. (1)	100,000
		Tipsy Parson (10)	17,000
Killarney (2)	295,000	Trimembral (7)	28,000
Kingfisher (1)	220,000		
		Veronica N. (4)	178,000
Lady of Good Voyage (3)	280,000	Victoria (7)	5,000
Limit (2)	10,000	Victory (1)	500
Linda B. (5)	17,500	Vilanova (1)	240,000
Little Flower (10)	204,000	Villanova (1)	245,000
Little Joe (9)	145,500	Vincie N. (5)	377,000
Lone Ranger (3)	62,000	Virginia Ann (8)	122,000
Lorine III (1)	10,000		
Lucille B. (1)	21,000	We Three (7)	95,000
Lucy Scoia (5)	57,000	White Owl (7)	33,500
		Whitestone (5)	240,000
Madonna Di Siracusa (5)	4,500	Wild Duck (1)	160,000

Scallop Landings (Lbs.)

B. Estelle Burke (1)	11,000	Francis L. McPherson (2)	22,000

WOODS HOLE, MASS.

Arnold (4)	21,500	Kelbarsam (3)	14,600
Bernice (2)	7,000	Little Lady (4)	5,500
Bozo (2)	4,500	Madeline (3)	11,000
Cap'n Bill (1)	20,300	Morning Star (4)	7,000
Cap'n Bill II (1)	49,500	Natator (2)	4,500
Connie F. (1)	5,100	Priscilla V. (3)	59,000
Dauntless (1)	20,800	Pvt. Frank T. Kessler (2)	9,600
Dorothy & Everett (3)	5,000	Reliance (1)	1,800
Driftwood (1)	2,900	Roma (1)	3,200
Ebenezer (2)	6,200	Ruth & Nancy (3)	14,800
Elva L. Beale (3)	20,500	Southern Cross (2)	6,300
Eugene H. (3)	46,300	Susie O. Carver (1)	2,600
Janet & Elise (2)	5,600	Viking (2)	3,600
J. Henry Smith (1)	200	Winifred M. (1)	3,700

Scallop Landings (Lbs.)

Bright Star (1)	1,000	Stella Maria (1)	1,000

Swordfish Landings (No. of Lbs.)

Alyoseus (1)	500	Gertrude D. (1)	17,300
Gail K. (1)	300	Three Bells (1)	11,700

NEW BEDFORD

Adventurer (4)	61,900	Jacintha (3)	130,300
Annie Louise (4)	31,700	Julia DaCruz (2)	45,800
Annie M. Jackson (3)	40,500		
Arnold (2)	21,300	Katie D. (2)	110,000
Austin W. (2)	47,500		
		Lera G. (3)	55,500
Barbara M. (3)	53,300	Lorine III (2)	45,500
Bernice (2)	9,500		
		Marie & Katherine (2)	13,300
Capt. Deebold (2)	21,000	Mary Tapper (3)	92,700
Carl Henry (1)	27,200	Midway (4)	139,900
Catherine T. (1)	45,000	Molly & Jane (4)	72,200
Charles E. Beckman (2)	18,700		
Charlotte G. (1)	16,500	Nautilus (1)	60,000
Christina J. (3)	121,000		
Comber (4)	34,000	Pauline H. (4)	341,500
Connie F. (3)	76,500	Phyllis J. (4)	66,700
Dauntless (2)	18,000	Roann (3)	42,000
David & James (1)	2,500	Roberta Ann (3)	47,500
Driftwood (2)	8,200	Rosemarie V. (3)	51,000
Ebenezer (3)	7,500	St. Ann (4)	80,400
Elva & Estelle (2)	26,400	Sandra & Jean (1)	13,000
Emily H. Brown (1)	70,500	Sea Rambler (1)	23,000
Eugene & Rose (3)	48,000	Shannon (3)	24,000
Evelina M. Goulart (2)	61,200	Solveig J. (3)	138,500
		Sonya (2)	18,000
Gannet (2)	93,500	Stanley B. Butler (3)	189,500
Gladys & Mary (3)	89,000	Sunbeam (2)	49,300
Growler (3)	73,600	Susie O. Carver (3)	33,100
Harmony (3)	75,000	Two Brothers (4)	35,100
Hope II (3)	82,500		
Huntington Sanford (3)	25,300	Venture I (3)	78,100
		Victor Johnson (1)	29,500
Invader (4)	145,600	Viking (3)	128,000
Ivanhoe (3)	60,800		
		Whaler (3)	159,000

Scallop Landings (Lbs.)

Adele K. (2)	15,900	Linda & Warren (3)	16,500
Agda (2)	5,200	Linus S. Eldridge (2)	15,500
Aloha (2)	17,000	Louis A. Thebaud (2)	16,500
Alpar (1)	11,000	Louise (4)	36,000
Amelia (3)	30,100	Lubenray (2)	12,400
Antonina (2)	12,500		
		Madonna Di Trapani (1)	4,200
Babe Sears (1)	11,000	Major J. Casey (1)	9,000
B. & E. (2)	12,500	Malene & Marie (2)	15,500
Barbara (2)	10,500	Marjorie M. (1)	8,000
B. Estelle Burke (1)	9,000	Marmax (1)	11,000
Bobby & Harvey (1)	10,500	Martha E. Murley (2)	14,000
Bright Star (1)	5,700	Mary Anne (1)	11,000
		Mary E. D'Eon (2)	13,000
Camden (2)	14,100	Mary J. Hayes (2)	18,000
Cap'n Bill (3)	16,400	Mary J. Landry (1)	8,000
Caracara (3)	33,000	Monte Carlo (2)	18,500
Carol & Estelle (3)	18,100	Moonlight (3)	33,000
Carolyn & Priscilla (1)	9,000		
Catherine & Mary (1)	11,000	Nancy Jane (3)	18,000
Cathy & Mary (1)	3,700	Nellie Pet (3)	32,800
Charles S. Ashley (2)	19,200	New Bedford (2)	17,000
		Newfoundland (2)	17,200
Dartmouth (2)	20,000	Noreen (2)	13,700
Debbie Jo-Ann (2)	18,500		
Dorothy & Mary (1)	11,000	Palestine (1)	11,000
		Pearl Harbor (2)	16,000
Edgartown (2)	17,500	Pelican (2)	19,000
Eleanor & Elsie (2)	12,700	Porpoise (2)	12,400
Elizabeth N. (2)	12,600		
Empress (1)	11,000	Rush (2)	16,000
Ethel C. (3)	30,400	Ruth Moses (1)	11,000
Eunice-Lilian (2)	17,000		
		Santa Cruz (2)	17,000
Fairhaven (2)	13,400	Sea Hawk (2)	20,800
Falcon (3)	13,600	Sea Ranger (2)	11,500
Fleetwing (2)	19,800	Smilyn (2)	13,000
		Stella Maris (2)	11,000
Janet & Jean (1)	11,000	Sunapee (1)	10,500
Jennie Ann (2)	18,000		
Jerry & Jimmy (2)	14,600	Ursula M. Norton (3)	31,500
John G. Murley (2)	22,000		
Josephine & Mary (2)	14,000	Vivian Fay (2)	13,000
Kingfisher (2)	18,000	Wamsutta (2)	6,000
		William D. Eldridge (2)	22,000
Laura A. (2)	14,000	William H. Killigrew (1)	11,000
Lauren Fay (2)	22,000		

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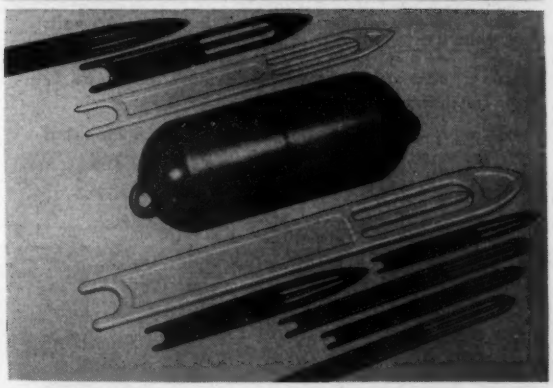

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College Point, L. I., N. Y. SINCE 1925

PORTLAND, MAINE

Alice M. Doughty II (4)	199,000	Little Growler (4)	234,000
Andarte (1)	100,000	Mabel Susan (1)	45,000
Challenger (3)	35,000	Medan (2)	550,000
Courier (2)	350,000		
Crescent (2)	42,000	Nora D. Sawyer (2)	23,000
Danadion (1)	26,000	Pandion (1)	16,000
Dorothy & Betty (1)	34,000		
Dorothy & Betty II (1)	58,000	Resolute (3)	180,500
Dragnet (1)	12,000	St. George (2)	390,000
Elin B. (5)	275,000	St. Joseph II (1)	3,700
Elinor & Jean (4)	100,000	St. Michael (3)	9,500
Ethelina (3)	87,000	Theresa R. (3)	219,000
Flo (2)	106,500		
Flow (2)	169,000	Vandal (3)	227,000
		Vida E. II (8)	80,500
Gulf Stream (2)	380,000		
		Wawenock (2)	490,000
Lawrence Scola (4)	61,000	Winthrop (1)	150,000
Lawson (3)	175,000		

Scallop Landings (Lbs.)

Silver Bay (2)	22,000

NEW YORK

Austin W. (1)	48,000

Scallop Landings (Lbs.)

Beatrice & Ida (2)	14,500	Maridor (2)	15,700
Brant (2)	13,500	Miriam A. (2)	9,700
Carol-Jack (2)	18,000	Muskegon (3)	21,800
Catharine C. (3)	25,200	Norseman (3)	19,200
Clipper (2)	19,000	Patricia Ann (2)	12,600
Enterprise (2)	16,700	Phyllis J. (2)	12,800
Felicia (3)	31,200	Richard Lance (2)	16,000
Florence B. (3)	28,000	Rosalie F. (2)	14,300
Malvina B. (2)	17,500	S. No. 31 (3)	24,900

Alabama Landings Show Considerable Increase

During June 1955, fishermen landed 1.9 million pounds of fish and shellfish at Alabama ports, compared with 1.1 million pounds reported for the same month of 1954, or an increase of 71 percent. Shrimp led all other species in volume landed, and accounted for nearly 65 percent of the total June 1955 receipts. Compared with June of last year, shrimp receipts showed a gain of 75 percent. Hard crabs were in second place, with 358,000 pounds, followed by red snapper and mullet. These species accounted for 96 percent of the month's production.

Compared with the corresponding month of last year, the June catch of hard crabs was up 296 percent, and red snapper landings were 13 percent higher, but receipts of mullet showed a 28 percent decline.

Want Perdido Pass Dredged

A new plea for approval of a $27,000 dredging project to deepen Perdido Pass from Bayou St. John to the Gulf of Mexico was made on September 21 in Washington by a delegation from Baldwin County, Alabama. The delegation urged the approval of the Army Board of Engineers, maintaining that boats now lose an average of 25 days each season because of rough water in the now dangerous pass.

John J. Patton of the Alabama Conservation Dept. contended that the yearly benefits of an all-weather pass to commercial fishing off Alabama Point would exceed original Army Engineer estimates. Patton said the State is willing to contribute $4000 a year to the annual cost of dredging, and asked the Board to include that amount in its calculations.

Earlier this year the Board had turned down an appeal for dredging Perdido Pass because of studies which indicated that the channel would fill up with sand each year and that the cost of maintenance would equal the original construction cost.

Gloucester Seiners Strike Mackerel During September

During September 13 vessels landed mackerel at Gloucester, bringing in a total of 237,500 pounds. The fleet included the *Alden, Billie B., Gladys L., Isabelle J. II, Limit, Lone Ranger, Lucille B., Nova Luna, Providenza, Rosie & Grace, Rosemarie, Ruth E.* and *St. Ann.*

Although total Gloucester mackerel landings for the month were not actually large, the fish came into a port that had seen few of them for many years. The mackerel were caught by pogie seiners who found them schooling near the concentrations of pogies south of Boston.

Capt. Gerome Frontiero, fishing wih his seiner, *Lone Ranger*, took over the undisputed possession of the title of highline mackerel skipper last month when he brought in 54,000 lbs. of prime fish, on the third. The fish were taken near Plymouth, in the general area now being worked by the menhaden fishermen. There at the same time, the *Isabelle J. II*, a Maine seiner owned by Billy Tower, caught 13,000 pounds.

During the entire month of September the *Lone Ranger* brought in 62,000 pounds of mackerel. Capt. Frontiero, who landed Gloucester's first trip of seined mackerel on August 26, has been fishing for menhaden all Summer, but keeping an eye out for the scarcer mackerel. The *Isabelle J. II* was second for the month's largest landings of mackerel—32,500 pounds.

Dragger "California" Sinks

The Gloucester fishing vessel *California*, owned by Matteo Logrande, struck a ledge outside Rockport Harbor on September 15 and sank. The six-man crew, all Gloucester men, left in two dories and were picked up by Coast Guardsmen from the Straitsmouth station. Lost with the vessel was 10,000 lbs. of whiting caught off Provincetown.

The *California* was in command of Capt. Frank P. Militello, who reported that the gas buoy on Dry Salvages, a series of ledges which are above water at low tide, was not lighted when his vessel struck.

Bill for Fishery Laboratory to be Introduced

City Manager Dean C. Cushing plans to have a bill introduced in the coming session of Congress to get a fisheries technological laboratory built and operated in Gloucester. Cushing recently talked with Andrew Anderson, director of the Commercial Fisheries Division, and Arnie J. Suomela, assistant director of the Fish & Wildlife Service, on the subject. All were in agreement that such a laboratory is needed to further assist the commercial fisheries.

Fish Landings Ahead of Last Year

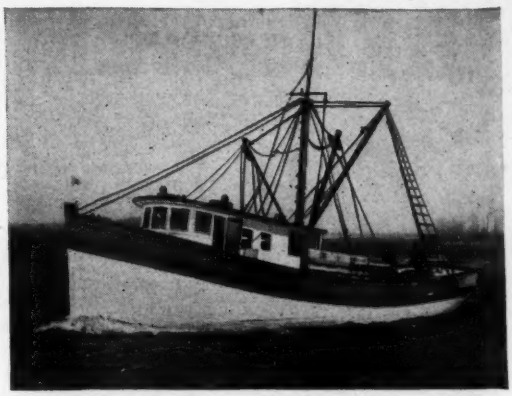
Gloucester fish receipts through August showed a jump of nine million pounds over last year, to reach a total of 179,500,000 lbs., worth $6 million. Over-all, ocean perch and steaked whiting totals were down, while round whiting and trash fish landings went up.

The three main varieties of fish landed ran very close together in total weight. Through August, landings for the three were: ocean perch, 56,000,000; whiting, 40,750,000; and trash fish, 55,725,000.

During September vessels landing their catches at Gloucester brought in more than one million pounds on seven different days. On the 2nd, 28 vessels landed with 1,673,000 lbs.; on the 6th, 33 vessels reported with 2,624,000 lbs.; on the 12th, 27 vessels had 1,399,500 lbs.; on the 15th, 22 had 1,457,000 lbs.; on the 19th, 30 vessels arrived with 1,375,000 lbs.; on the 26th, 29 vessels landed 1,889,500 lbs.; and on the 30th, 18 vessels brought in 1,016,500 lbs.

Dragger "Santo Antonino" Wrecked

The 110-ft. whiting dragger *Santo Antonino*, Capt. Frank Sinagra, crashed on the rocks off Brace's Cove on September 10 and was totally wrecked. The dragger, owned by Archie Segal of Philadelphia, was built in 1918 as a subchaser for the Navy.



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UNITED COMMUNITY CAMPAIGNS

North Carolina Rockfish Will Be Studied

The Department of the Interior has allocated $32,000 for a study of striped bass (rockfish) in the Roanoke, Tar and other rivers of eastern North Carolina. Headquarters for the work will be the Fish and Wildlife Service laboratory, Pivers Island, Beaufort, and it is anticipated that another $80,000 will be allocated over the next two years.

Dr. Fred Fish of Atlanta, who is with the U. S. Public Health Service, is taking a leave of absence from his job to head the program. Dr. William Fahy, a member of the staff of the Institute of Fisheries Research of Morehead City, will conduct the fishery biology phase.

A special laboratory will be established at Weldon to carry on the study, since the Roanoke River, which passes through the town, is the chief spawning ground.

July Landings of Fish Decline

Receipts of commercially-caught fish and shellfish at North Carolina ports during July totaled 19.8 million pounds, a decrease of 18 percent compared to the landings of July, 1954.

During July, finfish accounted for 78 percent of the total landings, with shellfish making up the remaining 22 percent. Menhaden led all other species in volume landed during the month, accounting for 75 percent of the total receipts, and was followed by shrimp and hard crabs.

Huge Amberjack Landed

Johnny Chivas, commercial fisherman of Morehead City, hauled in a 90-pound amberjack early last month while fishing with Capt. Lloyd Reed on the *William J.* in the 100-fathom waters off the North Carolina coast. The fish was 5½ feet long, and was believed to be the largest of its kind ever caught in these waters. The world record for amberjack is reported to be 120 pounds.

Wants Biological Study of Pamlico Sound

Congressman Herbert C. Bonner believes a biological study should be made of Pamlico Sound and that the area should be divided into sections reserved individually for shrimp fishing, oystering and general fishing. Many fishermen believe that so long as shrimp trawlers use the entire bottom, they destroy oyster beds, as well as natural fish foods which grow on the bottom.

Mr. Bonner also proposed that the Roanoke River in North Carolina be closed to fishing during the rockfish spawning season and that upper reaches of all other Eastern Carolina rivers be closed during the shad spawning season.

Georgia Shrimpers Are Having Good Season

Labor Day signals the peak of the Georgia shrimp season, and Brunswick's 100 active trawling vessels were on the job as usual. The waterfront was crowded with boats, and the packing houses were working long hours to move the catches the same day they were brought in.

On a good day, about 30,000 lbs. of shrimp are landed at Brunswick. Individual trawlers bring in as much as 600 pounds a day, but they are satisfied if they can average 200. The present rate of catches indicates a good year if it continues through October.

Brunswick to Have Statistical Office

A statistical office for the collection of fishery data will soon be opened at Brunswick by the Fish & Wildlife Service. Vibert L. Strock, a former employee at the Brunswick Marine Laboratory, will be in charge.

New York Landings Show Big Gain in July

Landings of fishery products, exclusive of menhaden caught by purse seines, in the Marine District of New York during July amounted to 3.2 million pounds, valued at $680,000 to the fishermen. Compared with the production and value of the corresponding month of last year, this was an increase of 25% in quantity and 42% in value.

Following the trend shown last year, there were no landings of finfish at Fulton Market during July due to the conversion of trawlers to scallop dredging operations. This was reflected in increased landings of sea scallops at both Fulton Market and Greenport.

Total landings of all species, exclusive of purse seine-caught menhaden, during the first seven months of the current year amounted to nearly 30.9 million pounds, valued at 4.7 million dollars, compared with 28.6 million pounds, valued at 3.8 million dollars for 1954.

Great South Bay Oysters Doing Well

For the second straight year, Great South Bay has been free of "small form", and oysters have responded favorably. The few remaining adult oysters left in the Bay are said to be in excellent condition.

Oystermen report that the oysters spawned in July, and by mid-August were fat enough to market. A spat-catching device, placed in the waters in the vicinity of West Channel shortly before the spawning period, was removed the first week in September. The device was found to be loaded with young oysters, and a measurement of the larger spat revealed that they had grown more than two inches in the two-month period. Never in the memory of veteran baymen has such a phenomenal growth been seen, either in Great South Bay or anywhere else. The reopening and stabilization of Moriches Inlet and a reduction in duck farm waste were given as reasons for the improved conditions in Great South Bay.

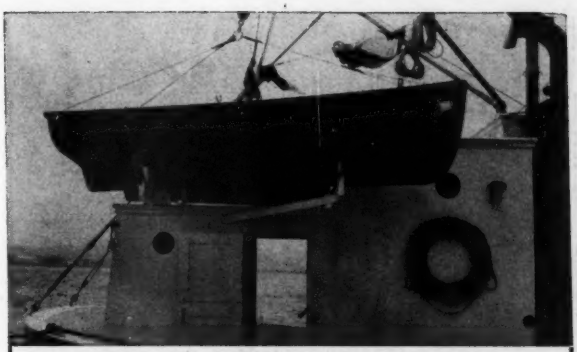
Clam Management Program Planned

The Bureau of Marine Fisheries of New York is making plans for a clam management program in cooperation with the townships, which should assist eventually in raising the level of production. The yield of hard clams in New York State dropped to 204,372 bushels in 1954, compared to 625,443 bushels in 1950.

Edwin E. Fiedler

Edwin E. Fiedler, 47, captain and owner of the fishing trawler *Nora*, died aboard his boat on September 26. He was from Greenport.

Dick Moore (left), recently-named general manager of Oluf Mikkelsen Co., New York distributor for Universal marine engines, shown at Universal Motor Company's Oshkosh, Wis. plant placing his initial order for a carload of engines for immediate delivery. In center is E. G. Henderson, sales manager of Universal, while Ralph G. Klieforth, Universal's president, is at right. The Oluf Mikkelsen Co. is one of the oldest and largest marine distributors, and has been New York distributor for Universal engines for 30 years.



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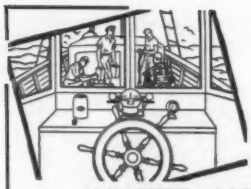

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New Bedford Fleet Lands Record Scallop Catch

More than 500,000 lbs. of scallops and fish were brought into port on September 19 by 50 fishing vessels seeking a safe port from the reported hurricane. The auction room sale of the scallop catch was the biggest in New Bedford history, as 39 scallopers landed 206,300 lbs. Prices for the shellfish held up despite the large landings, ranging from 51.75 to 52.70 cents a pound.

Eleven draggers brought in 314,300 lbs. of fish, and prices were above the normal seasonal level.

The first sizable fish catch following the hurricane threat was landed on Sept. 26. Two scallopers and 11 draggers had 4,100 lbs. of scallops and 270,600 lbs. of fish.

Fish prices were 2 to 5 cents a pound above the normal range, while scallops sold for 64 cents a pound, an average of 10 cents a pound more than in the period before the hurricane warnings.

"Marjorie Parker" Back in Water

The dragger *Marjorie Parker* owned by Gifford Warner of Stamford, Conn., whose bow had been berthed on Union Wharf, Fairhaven, since the August 31 hurricane last year, was back in the water September 22. The *Parker* will be repaired at the Norlantic Diesel, Inc. shipyard, and will be refitted topside.

Warner used the forces of nature to refloat the vessel. He moved his salvage barge behind the *Parker* and lashed heavy wire cables under the sunken stern of the boat and around the front of the barge. As the tides rose, the barge lifted the stern of the dragger from the bottom.

At the same time, a heavy jack against the bow was tightened and wedges were inserted to push her backward. An additional assist was employed when a cable was lashed around pilings in the bay and fastened to the stern of the barge. The cable was tightened on a power winch, pulling the barge and the *Parker* backward.

Bay Scalloping Season Opens

October 1 marked the opening of the bay scallop season, a profitable seasonal enterprise in the New Bedford area. Hours for fishing are from 7 a.m. to 5 p.m., and the season extends to April 1, 1956.

Several Vessels on the Ways

The scalloper *Bright Star,* owned by Capt. Peder Eiesland of North Dartmouth, is to have a new 400 hp. Caterpillar engine installed at Hathaway Machinery Co., Fairhaven.

Capt. John Murley's *Theresa and Jean* has had her engine overhauled at Hathaway's, and the *Nyanza* of Point Judith, R. I. has been changed over to dragging. The latter boat is owned by Edward Silva and has been a sardine carrier.

The *Friendship* of Fairhaven has rejoined the New Bedford fleet after a complete overhaul at Hathaway's. She has a 155 hp. Atlas engine and a 4 kw. "Safety" generator.

New steel trunks have been installed, and the vessel has a new pilothouse. Other equipment includes Model 639 Hathaway winch, Raytheon "Fathometer" depth sounder, Loran, and 50-w. Apelco radiotelephone. The skipper is Capt. Carl Halvorsen of New Bedford.

Capt. Edwin A. Lemberg

Capt. Edwin A. Lemberg, 45, of South Dartmouth, drowned at sea September 6 when he apparently fell overboard from his fishing vessel *Comber,* approximately 25 miles southeast of Nomansland. Capt. Lemberg came to New Bedford in 1946 with his dragger *Arthur L.* He sold that vessel in April to a Gloucester firm and later purchased the *Comber* in Cape May, N. J.

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Cape Cod Bay Scallop Crop Expected to be Average

Francis W. Sargent, Director of the Division of Marine Fisheries, announced recently that the Massachusetts bay scallop season would open October 1 with a three-quarter million dollar harvest predicted for fishermen of southeastern Massachusetts.

Duxbury fishermen are expected to have at least a month of good fishing and perhaps much more as their drags explore the extensive waters of the Bay. Preseason data indicate a better than average scallop season for Martha's Vineyard and outer Cape Cod.

Good catches are anticipated in the Martha's Vineyard waters of Oak Bluffs, Edgartown, Chilmark and Gay Head, the bulk of the crop being located in the Great Ponds and in Edgartown Harbor. Substantial beds of adult scallops were located during the Summer by personnel of the Division of Marine Fisheries in Lagoon Pond near the Oak Bluffs lobster hatchery.

Buzzards Bay region, except for a few productive localities, can expect a light crop this year, and reports from Nantucket indicate similar conditions.

Mr. Sargent commented: "The scallops in Cape Cod Bay represent an important resource, and landings over the past several years have been heavy, with operations usually extending well into the Winter and providing work at a time of year when it is most needed."

New Method of Catching Oyster Spat

High hopes are being entertained for increasing the oyster supply in waters of the town of Barnstable, as the result of a successful experiment with a new method of catching oyster spat. Reino Lampi, Barnstable shellfish warden who planted bleached scallop shells in the water at low tide on a sand bar in Bumpus River, termed the results as good. Once the spat has been caught, Mr. Lampi said that the shells can be placed in deeper water where the oysters will grow and break away from them.

Another test method used this season involved placing about a bushel of scallop shells in chicken wire bags. These bags were placed in Marston Mills River, but as yet have not been checked.

Wellfleet Scallop Season Delayed

Wellfleet's scallop season opening was deferred until after October 17 following a meeting between Selectmen and shellfishermen. The delay was seen as the wish of shellfishermen who feel scallops now in the bay are too small and that the advent of cooler weather will harden the soft eyes.

Rules and regulations are primarily the same as last year, including the limiting of each man to ten bushels of scallops and each boat to 20 bushels, where there are two or more men fishing.

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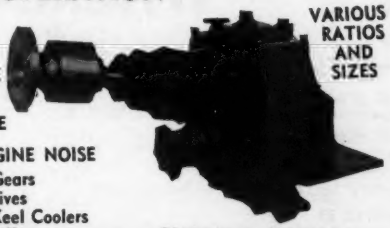

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FOREIGN BAILINGS

RICH JAMAICAN SHRIMP BEDS have been found by an exploration sponsored by Industrial Development Corporation. On two banks off South Coast, near port of Savanna-la-Mar, a United States shrimp expert reported this find of pink shrimp.

Jamaica already is engaged in development of an export industry in spiny lobster tails. Regular consignments of this shellfish are now being flown to United States.

MEAL-AND-OIL FACTORYSHIP, which will trawl for herring, is being constructed in German shipyard for a Norwegian account. The *Havkvern*, as the experimental vessel has been named, is the first of her type. She will carry crew of 25, and is expected to begin operations late in October when she will trawl for herring in North Sea. The vessel will have production capacity of 100,000 pounds of herring per 24 hours.

GREEN CRAB INVASION of Nova Scotia is causing Fisheries Research Board of Canada grave concern as result of damage these predators are doing to clams. The green crab now occupies both Nova Scotia and New Brunswick side of Bay of Fundy, and last year there was evidence from Wedgeport that it is rounding southwestern tip of Nova Scotia and spreading eastward along outer coast.

JAPANESE TUNA CHECK PRICES on frozen fish for export have been reduced by $40 per ton in line with decreases recently made in Southern California tuna prices. New check prices per short ton are as follows, with old check prices in parentheses: yellowfin (under 80 lbs.)—U.S. $195 ($235); yellowfin (over 80 lbs.)—U.S. $175 ($215); skipjack, U.S. $155 ($195). No request for reduction in albacore check price was made, because little if any albacore is available for sale at this time.

CANADIAN FISH INSPECTORS will collect information on condition of fish landed and storage conditions under which fish were held in trawlers, as part of new in-plant training course being given at Halifax, N. S. The program eventually will be extended to other areas of Canada.

SOUTH AFRICAN FISH STICKS, which were first produced some months ago by one of that country's leading firms engaged in fish trawling, are being sold locally as well as on growing export market. First products proved so successful that special machines were installed to cut the blocks, and this year a German automatic machine was found to produce ideal fillets for fish sticks.

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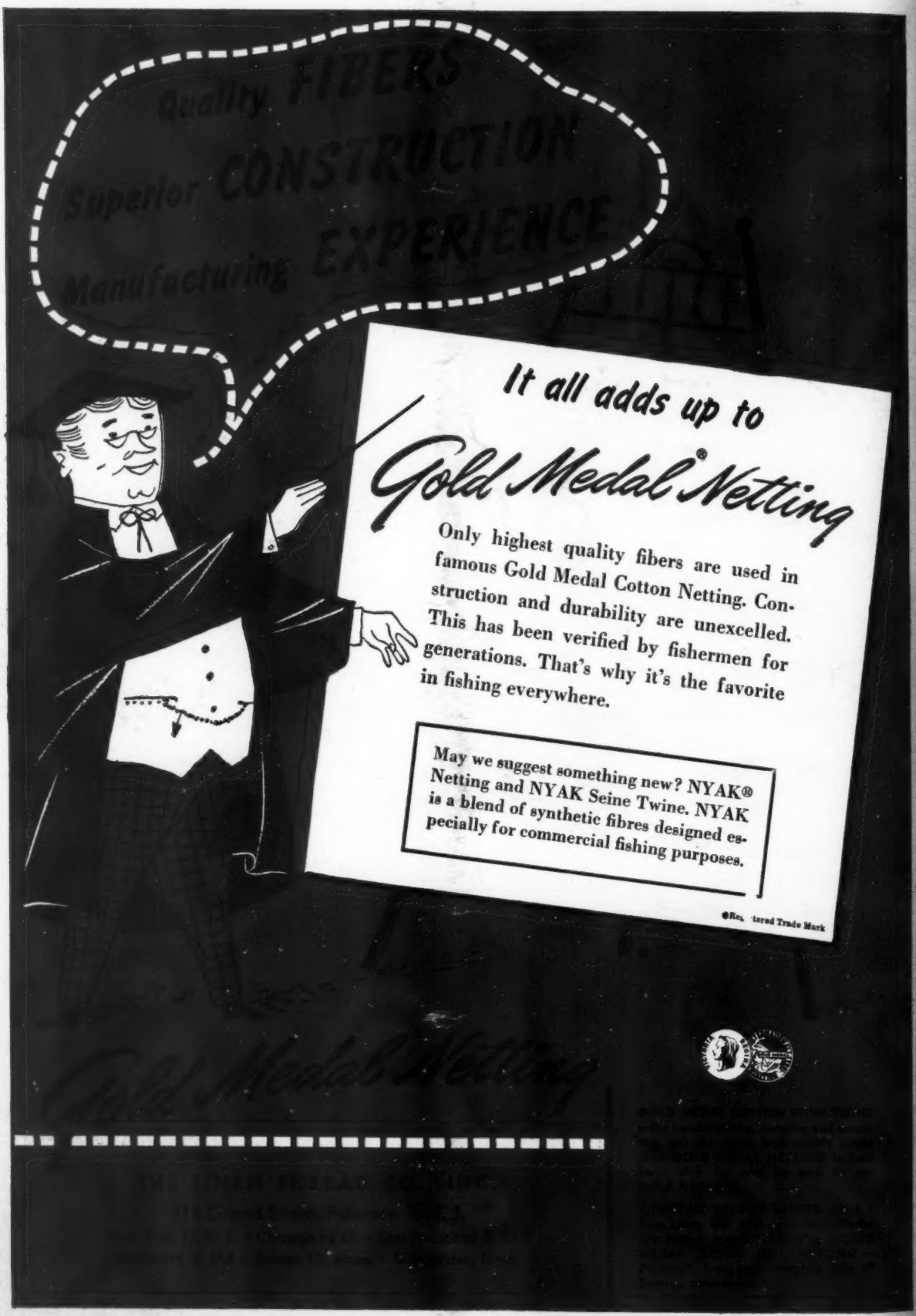
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